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## TOPICS OF THE DAY:

Big Possibilities of the Progressive Bloc	5
Government Expenses Going Down	8
Why the Navies Do Not Melt Away	10
Uncle Sam's Prosecutor Prosecuted	11
"Wet" and "Dry" Gains and Losses	12
Christians Ordered Out of Turkey	13
When Greek Kills Greek	14
Hidden German Arms	16
Topics in Brief	17

## FOREIGN COMMENT:

Britain's Mesopotamian Burden and Oil	18
Another Spanish Cabinet Out	19
Japan's Exit from Siberia	20
European War Rumors	21

## SCIENCE AND INVENTION:

Up Mont Blanc by Cableway	22
Why Is an Autumn Leaf?	23
Holiday Food	24
More Daylight for Less Money	25
Airplane Survey of the Mississippi Delta	26

(Continued on page 71)

## RADIO DEPARTMENT:

Why Do Radio Waves Hug the Earth?	26
Radio Hardships in Australia	27
Amateur Radio in Germany	27

## LETTERS AND ART:

When Greeks Ruled in India	28
Will Rogers as Our Aristophanes	29
How, Why, and Where to Pick a College	29
Paderewski at Home	30

## RELIGION AND SOCIAL SERVICE:

The Degradation of Christmas	32
Mixing Religion and Politics	33

## MISCELLANEOUS:

Current Poetry	36
Personal Glimpses	38-45
Winter Travel and Playgrounds	46-70
Investments and Finance	72-73
Current Events	74-76
The Lexicographer's Easy Chair	76-77
The Spice of Life	78

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## TOPICS - OF - THE - DAY

(Title registered in U S Patent Office for use in this publication and on moving picture films)

### BIG POSSIBILITIES OF THE PROGRESSIVE BLOC

**D**ESPITE ITS LAUDABLE PURPOSE "to drive special privilege out of control of Government," the "Progressive bloc" of thirty-six Republican, Democratic and Farm-Labor Senators and Representatives which convened in Washington last week at the call of Senator Robert Marion La Follette seems to have aroused acute misgivings in many quarters. Characterizing the Wisconsin Senator as "a tearer-down, not a builder-up," the regular Republican Philadelphia *Inquirer* predicts that "he will swing that bloc to his own purposes and use it as a shock battalion to give battle to all legislation that he does not approve." "Moderate progressives in Congress or out must regard Mr. La Follette's new emanation with suspicion," says the conservative Democratic New York *Times*. In an editorial warning against "this so-called bloc business" the Washington *Star*, an independent paper with Republican leanings, asks: "Is there any assurance that in the end a sort of chaos will not result and that we shall not witness the amazing and expensive spectacle of every bloc for itself and the devil take the hindmost?" Another independent Washington paper, *The Post*, which is reputed to sometimes speak semi-officially for the Harding Administration, deplors the vagueness of the term Progressive and continues:

"The utterances of the leaders in the 'Progressive' movement not only fail to reveal the meaning of the quoted term, but increase confusion of mind regarding it. Senator La Follette says that the purpose of the movement is to 'obtain the best legislative results for the greatest good for the greatest number of the whole people.' Then some other leader rises to remark upon the dominating position that the 'Progressives' will hold as possessors of the 'balance of power' in Congress. This last is a threat of attempt at minority dictation, which negatives legislative result 'for the greatest good of the greatest number. for, under representative government such result is assured only by untrammelled majority legislation. One leader dwells at length on the need for extension of aid to agricultural interests, while another dilates on the alleged sin of extending aid to maritime interests

which warrants the inference that some of the leaders of the movement believe in being progressive on the land, but not on the sea. To make the confusion worse confounded some of the 'Progressive' speakers have limited their 'Progressivism' to attacks on certain members of the President's Cabinet. This suggests that 'Progressivism,' as exemplified by the new movement, in part at least, means antagonism against the 'ins.'

"The last implication is borne out by utterances of certain 'Progressives' which characterize the Administration's program for the relief of farmers by extension of credit as an effort to 'steal their thunder'—and this in face of the Administration's record of dealing with agriculture. These 'Progressives' apparently forget, or expect the public to forget, the long list of items standing to the credit of the executive and the Republican majority in Congress in their account with agriculture.

"All this leaves the public muddled as to the meaning of the 'Progressive' movement. The movement points in so many different directions and has so many twists and turns at its source that it would be a rash prophet who would venture to forecast its probable course. At present it seems to be serving certain extremists as a means of airing political and economic fancies and to be functioning, for certain embittered partisans, as an agency for registering adverse criticism of the Administration."

Another Republican paper, the Cincinnati *Times-Star*, owned by the Taft family, describes the "radical-Pro-

gressive bloc" as "smashers of prosperity" because they would reduce railroad freight rates without reducing railroad wages. To quote further:

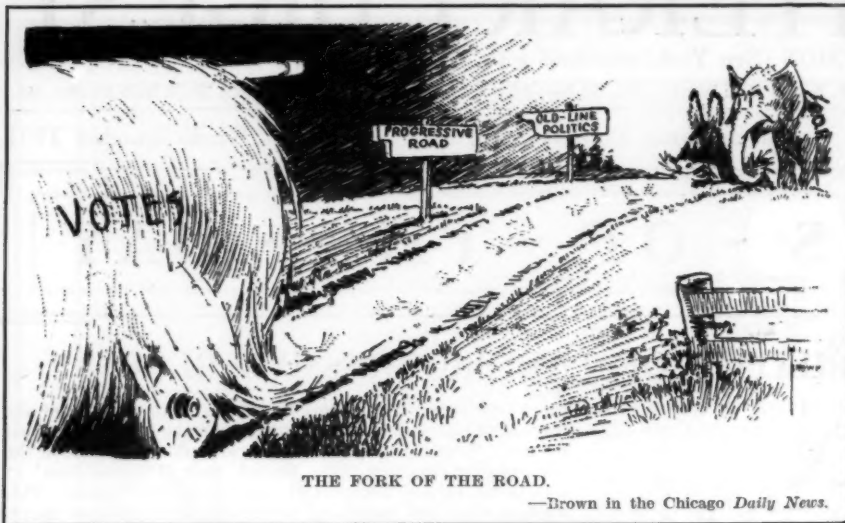
"Certainly, if the railroad-baiters have their way, any present-day inadequacies of railroad service will seem mild and unimportant in comparison with what the country will have to endure. As a result, investors in railroad securities, to whom the Progressive-radical group is frankly hostile, will suffer. But the farmers and the plain people, whose cause this group is supposed to champion, will suffer even more."

In the Philadelphia *North American*, which ardently supported the Progressive movement under Colonel Roosevelt's leadership,



MUTINY!

—Harding in the Brooklyn Eagle.



THE FORK OF THE ROAD.

—Brown in the Chicago Daily News.

we find a protest against what it regards as the present attempt to bring about a merger of radicalism and Progressivism. This paper insists that "La Folletteism is not a true expression of the agrarian movement," that La Follette "is at heart a red," and that, while "he wears the Republican party garb," he is, in fact, "engaged in 'boring from within.'" "Plainly stated, the purpose of this bloc is to dominate legislation at Washington by wielding a balance of power its members believe they possess," remarks the Republican Pittsburgh Gazette-Times, which adds: "The bloc members know precisely what their people want and they intend to convert others by force to their ideas." "The projected party or bloc will be a La Follette bloc or nothing, and there are plenty of sane or genuine Progressives who will object to a movement bearing the La Follette label," says Governor Allen's Wichita Beacon. "After all, what is the special privilege the Senator and his group are aiming at?" asks the New York Commercial, which goes on to say:

"Do they propose to make war on big business just because it is big, and if so, where do they propose to draw the line? Senator La Follette was responsible for the excess profits tax, which proved such a tremendous failure and which did so much to stifle business. It is his purpose and that of his so-called Progressive group to restore this iniquitous form of taxation."

"Special privilege, as used by Senator La Follette, is the high sounding phrase used by political demagogues. So-called 'Progressivism' is merely another name for radicalism. These Progressives are organizing for a raid on wealth. There are some in this group who are undoubtedly sincere and honestly believe that the country's welfare is at stake, but if they tie up with demagogues of the La Follette stripe they will defeat their own aims and will bring much distress upon the country."

As the Republican Indianapolis Star sees it, the members of the new Progressive bloc are "capitalizing their nuisance value." We read:

"Business men are familiar, in corporation affairs, with what is known as 'nuisance value.' A great company operating an important utility—as a railway or a street-car line—sometimes has in the hands of investors securities representing little or no assets. The common stock of a railway, for example, that is having a hard time to meet pay-rolls and interest payments, may carry no hope of anything except the privilege of making trouble for those who are trying to keep the company out of the hands of the receiver. It is salable only because of its 'nuisance value.'"

"When men like La Follette, Brookhart, Frazier, Shipstead, Borah, Norris, Huddleston, Keller of Minnesota, and the others on the conference list, get together the public has a right to expect they are organizing to make the maximum use of their 'nuisance value' in Congress. Most of them have ideas not in accord with prevailing congressional opinion and many of

them are known as obstructionists as well as radicals. They profess to be preparing to further desirable legislation and to create sentiment for their program. The fact that they are banding together as a hopeless minority indicates they are not expecting to work with the majority. One bright aspect of their case is that where there is such an excess of egotism there is not likely to be much cooperation."

On the other hand, many papers see great possibilities of good in the new bloc. "Whether the ultimate outcome is a third party or an arousing of the old parties to heed the call for public service, the immediate prospect is that the people will reap benefit," says the Rochester Times-Union (Ind.) The

Syracuse Herald, another independent paper, describes the bloc as "primarily a political movement for the financial and economic benefit of the farmer." "Unmistakably," says this paper, "its chief spur is agricultural unrest." The Iowa Homestead, Des Moines, rejoices that "Senator La Follette is losing no time in uniting the progressive forces of Congress for the inevitable battle with the forces of reaction." And Senator Capper's Topeka Capital remarks that—

"Congress needs outstanding leadership, as is generally agreed. If the Progressives can furnish it they will fill a want that has been felt and expressed from one end of the country to the other during the last year and more."

As the New Haven Journal-Courier (Ind.) sees it, the attitude of the general public toward the new bloc "should be, not one of impatience because these men are determined to clean the filthy political stables, but one of tolerant curiosity over what may happen as a result of their deliberations. "The Progressive bloc, remarks the Norfolk Virginian-Pilot, "has dedicated itself to



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HIS EAR TO THE GROUND.

—McCay in the New York American.



a program that, by and large, inspires confidence, but which must justify itself chapter by chapter." To quote this Democratic paper further:

"For the present the formation of this group has no greater significance than the organization of a body of opposition against the grosser forms of exploitation that the party in power is seeking to put into law. In this dissenting capacity it may be a better agency of correction than the farm bloc because it bids fair to resist the temptation to trade that the agrarians have found irresistible. There is needed in Congress a progressive opposition that can not be bought off with sops in the form of emergency tariffs. But both in this capacity and in its capacity as a political group standing affirmatively for a body of constructive reform, the usefulness of the new progressive aggregation remains to be proved."

What is the program of the Progressive bloc? The question is answered in part at least by the following resolutions adopted unanimously by the Washington Conference:

"Resolved, That the progressive-minded Senators and Representatives of all parties agree to meet from time to time and to cooperate whole-heartedly in order to accomplish the fundamental purpose upon which we are all united—namely, to drive special privilege out of control of the Government and restore it to the people."

"To this end we will oppose unceasingly special interest legislation, and in order to prepare scientifically to meet the critical situation that confronts the nation we propose to create special committees composed of members of the Senate and House cooperating with men of affairs and experts, to prepare and submit to the members of this group for consideration from time to time during this and the next Congress, practical and constructive plans for dealing with the following great subjects: Agriculture, labor, railroads, shipping, natural resources, credits, taxation, and amendments to the Constitution looking to the abolishment of the electoral college and the earlier meeting of newly elected Congresses."

"In order to restore and perpetuate the control of the people over their Government, we propose the institution of a nationwide campaign in the various States for direct, open primaries for all elective offices, including the Presidency, and for effective Federal and State corrupt practices acts."

Altho Senator La Follette has specifically denied that his bloc is intended as the nucleus of a political party, many correspon-

dents insist that a third party is a very possible development of the movement. Thus in Charles Michelson's Washington dispatch to the *New York World* we read:

"Senator La Follette's progressive outfit is causing a lot of perturbation in Administration circles. All hands insist there is no idea of a third party movement involved in it, and publicly accept the La Follette declarations to that effect, while actually believing that a third party is in contemplation and that it may attain to dangerous proportions by 1924."

In the *New York Herald*, Louis Seibold avers that the La Follette group is determined to "rule or ruin," and that if their plans to control the Republican party fail they will try to launch a new party. As David Lawrence, political correspondent of the *New York Evening Post*, sees it, the La Follette group would prefer to capture the G. O. P., "but if boring from within fails, then they will hammer from without." He continues:

"The object, then, is revolt. The Progressives argue that they are merely banding themselves together to secure the advancement of progressive measures. They deny a third party is in the making. The truth is they don't know any more about it than anybody else on the outside. They have by their call of a conference, however, broken away from the regular Republican leadership and essayed to take things into their own hands. They are trusting to circumstance and opportunity to tell them the next move."

"As a countermove President Harding and his lieutenants in Congress have determined to steal the thunder of the Progressive group. Certain things which the more radical of the Progressive coalition may advocate, such as a restoration of excess profits taxes, will be ignored by the Administration, but those measures which have been the basis not only for the strength of the farm bloc, but have tempted some of the newly elected Senators to fall in with the plans of the Progressive conference, will be made part and parcel of the Administration program."

"It was no mere coincidence that the plans of the Harding Administration to take up in earnest legislation for the relief of the farmers' woes should be announced at a White House conference on the very day when the new Progressive group met in the national capital."



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ADDING A LITTLE TOUCH OF WESTERN ATMOSPHERE.

—Darling in the New York Tribune.



## GOVERNMENT EXPENSES GOING DOWN

**A**NNUAL INCOME £20, annual expenditure £19 19s. 6d.; result happiness: annual income £20, annual expenditure £20, naught and sixpence; result misery."

The familiar Micawber recipe for happiness is being taken so seriously and the advice has been followed so earnestly in Washington during these latter years that sightseers in the capital may perhaps expect to find the "blue bird for happiness" snugly perched over a bookcase in some *sanctum sanctorum* of the Treasury Building. With the help of the Budget Bureau, with the cooperation of Congress, with the aid of continual prodding from the White House our Government seems at last to be in a happy way financially. When the newspaper editors read the message President Harding submitted to Congress along with the budget for the next fiscal year, even the Democrats promptly sat down and wrote cheerful, happy, and congratulatory editorials. For they learned that this prodigal Government of ours has in three years cut down its spendings from a six-billion-dollar to a three-billion-dollar basis; that it is going to spend half a billion dollars less in the next fiscal year than in the present; that the expected \$600,000,000 deficit for 1923 has already been cut down by half and, since it is only December, may very well be wiped out altogether by the end of the year on June 30; and finally, that the official Budget Bureau estimates for the fiscal year ending in 1924 indicate a substantial surplus of \$180,969,125. These pleasant figures have "had a very quieting effect upon alarmists," writes one correspondent. The *New York World*, a leading Democratic opponent of the Harding Administration, is constrained to give that Administration credit for having "clearly made an honest and earnest effort to bring the finances within the bounds of peace and economy. It has done its part and justifies the President's characterization of the budget system as 'the greatest reform in our financial history.'" Or, to let a Republican speak, we may note the *New York Tribune's* characterization of the Budget Bureau's achievement as a "superb" and "remarkable feat of statesmanship in a most difficult department of the Government. On a tremendous scale it repeats the memorable fiscal triumphs of Alexander Hamilton and Albert Gallatin."

There being little chance for an argument on what the *Providence Journal* calls "general satisfaction" with all this, the newspaper editors turn to consider Mr. Harding's ideas for utilizing the Budget Bureau to make things even happier for the Secretary of the Treasury and the goodly company of taxpayers. The President, it will be remembered, pointed out that about two-thirds of the money the Government pays out goes to meet fixt charges and pay war bills, and these items with certain smaller ones are "not generally subject to administrative control." There is left then about one-third, or a billion dollars in round numbers, subject to such control. "Administrative control," of course, is vested in the Budget Bureau, and the present fiscal year (ending June 30 next) is the second to be so managed. The

two-thirds that the Budget Bureau can not very well get at is made up in part of interest on the public debt—\$950,000,000 in 1924—"constituting nearly one-third of the total expenditures of the Government." To this sum must be added certain permanent appropriations and "certain large annual appropriations sanctioned by law and public opinion." Deducting these items, then, there is left about a million dollars of expenditures against which the forces of retrenchment may be directed with some hope of success. As a result of the Budget Bureau's work very considerable economies have been effected in these "ordinary governmental operations." The *New York Times*, by the way, calls attention to the fact that while the estimates for the Veterans Bureau and Department of Agriculture are higher in 1924 than in 1923 by eighteen and twenty millions respectively, "most of the other departmental appropriations are lower," and "the total reduction in the estimated ordinary expenditures of the Government is about sixty million dollars."

But to return to the President's argument. How can we hope to make a "considerable lessening of expenditures in the years to come?" Only a little can be gained from the contemplated scientific reorganization of the Government departments. But, continues the Presi-

dent, there is another field of government operation which, he thinks, may in this connection "be discuss with profit to us all:

"I refer to expenditures which are being made from appropriations for Federal aid in lines of research, improvement, and development which, while having no direct connection with the operations of the business of government, have grown to become a recognized part of its activities. It is not easy, therefore, to divorce from our minds the fact that considerable of the moneys appropriated for the Government are spent for those things which do not pertain to the normal functions or operations of the business of government. There is question as to how far the Government should participate in these extraneous activities, and I am frank to say that an answer to the question as to whether we can look forward to any further material reduction in the expenditures of the Government in future years depends largely upon whether or not there will be a curtailment or expansion of these activities, which have already added greatly to the annual drafts upon the Treasury of the United States."

Here the President "touches a tender spot," says the *Philadelphia Bulletin*, which is inclined to approve the idea that "the National Government shall be recalled to its original functions, abandoning activities extraneous to the Federal purpose." It is high time, agrees the *Providence Journal*, for "Congress and the public to give thought as to how far the paternal enterprises should be extended." These "benevolent undertakings" have nothing to do with supporting the Government and tho the public does seem to want them, the demand, in the opinion of the Rhode Island editor, ought not to be encouraged so long as the Government is not only heavily in debt but put to it to meet its running expenses."

But while the *Baltimore American* has no use for the schemes



HOLDING THEM IN.

—Kirby in the *New York World*.

of Federal aid in road-building, it thinks that "a very big question mark indeed may be affixed to the suggestion that Federal research be abandoned":

"The Bureaus of Mines, Chemistry, Geology, Standards, Fisheries, Soils, Entomology and others are every year saving the nation far more than their cost, and their work each year is cumulative in its effect. A few million dollars might be cut off their estimates by confining departmental work of this sort to mere routine. We had heard that proposals of this sort might be forthcoming. Indeed, enthusiastic scientists in the Government's employ feared its coming as long as three years ago. It ought not to be allowed. Work of this sort can be done and its values realized with an authority and with a breadth of application that no results of private research could attain. Here is the one particular field in which the drift toward paternalism is justified beyond dispute. It has been rather difficult to get the people to take the work in earnest, to realize that it was not a mere fad. But when a warning goes out now about the gypsy moth or the un wisdom of allowing gooseberry bushes to grow near a cherished pine, people appreciate that they are being helped, not officiously dry-nursed."

While these activities "do cost money" and while "we may have to slow up on them for a while," the New York *Evening Post* thinks that "to cut into them deeply would be false economy, since it would be to cut at the country's future productive power." The New York *World*, noting that the thirty cents of the Government's spending dollar that goes into "research, improvement and development" is all that Mr. Harding has any hope of saving from, reflects on the situation in this wise:

"Abolish everything in the way of 'research, improvement and development' and the taxpayer would not save 7 cents on a dollar."

"The budget figures are the greatest indictment of modern civilization. They show that two-thirds of the energy of government goes to the business of fighting, and that less than a third of the remaining third goes to the civilized business of research, improvement and development."

And at least one editor disagrees with the President when he says that only one-third of the Government's expenditures offers a field for the activities of the apostles of retrenchment. Argues such an important spokesman of the business world as the New York *Journal of Commerce*:

"Mr. Harding clearly regards our outlays for interest on public debt as irreducible. In this he runs counter to his own former suggestions that our claims on foreign countries can and will be collected. If we could collect the \$11,000,000,000 due us we could pay off that amount of debt and could cut our debt charges by one-half or more. But Mr. Harding's tariff policy would render such collection out of the question even when the foreign nations get ready to settle. To accept his statements about irreducible debt charges, therefore, one must regard a prohibitory tariff as permanent or eternal. So also of aid to veterans. Every one wants all legitimate aid rendered to the

men who were injured or suffered impairment in the war. But there is abundant ground for belief that much money is to-day being squandered in these directions, and that a good deal of it renders no very valuable service to any one."

Mr. Andrew Mellon, the Secretary of the Treasury, has not been going around telling the correspondents how very happy he is, but there is a touch of satisfaction in this sentence from his recently submitted annual report:

"Economy and retrenchment in government expenditures have continued, under the leadership of the President, to be the watchwords of the whole Government, and with reduced expenditures and heavy realizations on railroad securities and other assets it proved possible to balance the budget for the fiscal year 1922 and to close the year with a surplus, amounting to about \$321,000,000, on the basis of daily Treasury statements, revised."

In view of the fact that the estimated deficit of \$697,000,000 for 1923 has been cut down to around \$274,000,000 and may be further reduced, the Secretary recommends no new taxes. Indeed, he actually reports that taxes, particularly of the customs and the internal varieties, are coming in better than was at one time expected. He would, however, like to do away with some of the tax-avoidance by large taxpayers, which tends to cut down income-tax returns. Mr. Mellon cites various methods by

which large taxpayers avoid giving the Government its due.

"Not all of these things can be controlled by law or by regulation, and most of them lead to unnatural and frequently harmful economic results." It seems to the Secretary that "to reach the evil, the thing most necessary is the reduction of the surtax rates themselves in order to reduce the pressure for avoidance and maintain the revenues derived from the surtax."

Of course, continues the head of the Treasury Department, the "outstanding avenue of escape" from payment of surtaxes is the enormous volume of tax-exempt securities, which he thinks should be prohibited by Constitutional amendment. In this opinion he has the enthusiastic support of a very considerable part of the nation's press.

These remarks of the Secretary convince the New York *World* that he may not be completely and thoroughly happy about our financial situation. It notes his special worry about the income and profits taxes, which are no longer "a greatly reliable quantity; against collections of \$3,206,000,000 in the fiscal year 1921, they fell to little more than \$2,000,000,000 last year, and are down to only \$1,500,000,000 this year." And *The World* doubts whether the Government's revenue problems are to be met by any of Secretary Mellon's suggestions:

"Tax evasions are hardly to be stopt by heavily rewarding the evaders for their pains. Proposals to slash down the rates for the big income-tax payers and keep them up on small incomes will not sit well either on the country or the next Congress."

### GOVERNMENT INCOME AND OUTGO THIS YEAR AND NEXT AS SEEN BY THE BUDGET BUREAU

(For the fiscal years, ending July 1, 1923 and 1924)

	1924	1923
<b>Receipts</b>		
Internal revenue.....	\$2,425,000,000	\$2,400,000,000
Customs.....	425,000,000	450,000,000
Miscellaneous.....	511,812,359	579,862,959
<b>Totals.....</b>	<b>\$3,361,812,359</b>	<b>\$3,429,862,959</b>
<b>Appropriations</b>		
Legislative establishment.....	\$14,418,912	\$14,504,165
Executive office.....	382,850	306,595
Special repairs Executive mansion.....	25,000	
Department of Agriculture.....	51,251,613	62,412,036
Department of Commerce.....	19,715,535	20,618,496
Department of Interior.....	316,207,752	327,514,157
Department of Justice.....	18,751,056	18,631,205
Department of Labor.....	6,203,556	7,490,188
Navy Department.....	296,934,025	298,324,265
State Department.....	15,058,238	11,095,201
Treasury Department.....	148,888,862	160,627,266
War Department, including Panama Canal.....	326,517,300	346,894,386
District of Columbia.....	25,043,973	25,990,050
Veterans' Bureau.....	440,313,000	422,077,324
Shipping Board.....	50,411,500	100,459,000
Other independent offices.....	23,720,159	27,115,556
<b>Total ordinary.....</b>	<b>\$1,783,843,331</b>	<b>\$1,844,149,890</b>
<b>Public Debt</b>		
Reduction of principal.....	345,097,000	330,088,800
Interest on public debt.....	950,000,000	*1,100,000,000
<b>Grand total.....</b>	<b>\$3,078,940,331</b>	<b>\$3,274,238,690</b>

\*Including \$125,000,000 discount accruals of war savings stamps, series of 1918, due January 1, 1923.

## WHY THE NAVIES DO NOT MELT AWAY

EACH EVENING, a year ago this December, the papers told of some new progress at Washington toward freeing the world from the crushing burden of ever-increasing naval armaments. The Hughes proposals had been made and accepted in principle in November. On December 15 Japan accepted the 5-5-3 ratio; on the 17th a capital ship ratio of 1.75 for France as compared with our 5 was proposed, and it was accepted by France two days later. The limitation of navies was in full swing. Mid-December a year later shows the naval treaties ratified by Britain, America and Japan, but practically no "scrapping" done, ratification opposed in the French Chamber of Deputies, and the American Secretary of the Navy now insisting emphatically on our need of a Navy "second to none." In the French failure to ratify, the *Baltimore Evening Sun* sees the application of "the final quietus on the whole disarmament proposal." "The 5-5-3 ratio of navy building remains a dead letter," remarks the Washington correspondent of the *New York Call*, "in the face of England's unwillingness to be outdone by France, the French fear of Germany, Italian national pride, Japanese imperialism, and American democracy and equality with the other autocratic Powers." Yet the *Philadelphia Evening Public Ledger* sees hope in the fact that "the United States, Japan and Great Britain have clean records so far as the Washington covenants are concerned."

What can we learn from the dispatches and editorials about the present status of disarmament and the possibility of fulfilment of those hopes which were so bright in December of last year? So far as our own Government is aware, we read in an Associated Press dispatch, no country which signed the Treaty has actually begun to scrap warships. The only real effect the Treaty has had is to suspend new capital ship construction in the United States and Japan, Great Britain having no ships under construction. We have heard about battle-ships being reduced to scrap-iron in this country, Japan and England, but this, we are informed, "has affected only vessels which are formally classified by each Power as wholly obsolete for naval purposes."

Alarm is profest by *The Army and Navy Journal* over Japan's naval estimates. It sees Japan, in spite of the treaties, taking from us the position of world's second naval Power:

"We have put great numbers of valuable 'Treaty Navy' ships out of commission; a status in which but a handful of caretakers remain on board; so few as to be incapable of preventing rapid and serious deterioration. About 300 of the ships of the American Navy are now at docks in this condition."

"Nothing of the sort has been done in Japan. Her full quota of personnel renders such drastic measures unnecessary. We refrain from projecting any new ships. Japan's new building program comprises more than fifty new cruisers, destroyers,

submarines and other types, all of a long range, essentially offensive type not at all necessary for her defensive needs as outlined in the Conference."

On the other hand, a Tokyo dispatch recently contained the information that the Tokyo and Washington Governments had exchanged assurances that their respective naval budgets would conform to the Treaty. And the Indianapolis *Star* gives the Japanese credit for observing the spirit of the limitation treaties in getting out of Siberia, Shantung, and Sakhalien; in abolishing the naval port of Port Arthur next month; in promising to convert the naval base of Maluru into a naval station next April; in dropping more than 12,000 men from the Navy personnel on December 1; and in proceeding to scrap three battle-ships.

A British Admiralty official announced at the end of last month that "eight British capital ships have been rendered useless for war purposes," six more made "incapable of war risk service," and two more will be "similarly dealt with" by the end of December. But he concludes: "Now that Great Britain's intentions have been shown, we undertake that no more ships shall be dealt with until the other countries have acted." The Washington understanding of what Great Britain has done under the Treaty, however, is stated as follows by the Associated Press:

"The British Government had placed contracts for two super-Hoods just before the Conference met, and canceled these contracts when the agreements were first reached. So far as known here, this cancellation is the only 'scrapping' of war vessels under the Treaty which has been carried out by the British."

In France the naval Treaty has had hard sledding of late in the Chamber of Deputies, the Foreign Affairs Committee having voted against recommending ratification. The Chairman of the Committee has been quoted as saying that, "If ever we approve it there will be

so many vital reservations to the Treaty that it will not be recognizable." The present French attitude brings criticism from the *New York Times*, *Dayton News* and *Buffalo Express*. But *The Army and Navy Journal* accepts the French view that sea power greater than that allowed by the Washington Treaty is essential to France to enable her to draw on her colonies for troops in case of war.

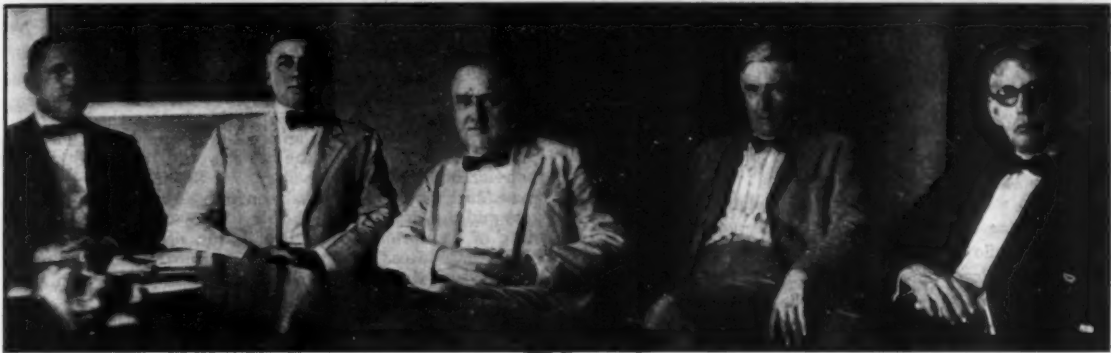
Our own Secretary of the Navy, in his recent report, points out that the United States, by letting its Navy personnel decrease, and by failing to build non-capital ships which are not affected by the Treaty, is allowing its Navy to drop below the equality with Great Britain's which the Washington arrangements call for. While Mr. Denby does not expect Congress to make any additional appropriations at present, he does call for such an increase eventually "as will tend to balance our fleet and keep it the equal of any in the world."



AS SERGEANT OF MARINES.

Edwin Denby served in the World War. Now, as Secretary of the Navy, he calls for an American naval force "second to none."





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## THE ATTORNEY-GENERAL AND FOUR OF HIS ASSISTANTS WHO ARE PROBING THE WAR FRAUDS.

From left to right they are; Judge M. Linton; C. F. Reavis, former Congressman from Nebraska; Attorney-General Daugherty; Judge F. M. Bigger, of Columbus, O.; and Charles Kerr, former Judge of the Panama Canal Zone.

## UNCLE SAM'S PROSECUTOR PROSECUTED

**T**HE MOVEMENT in the House of Representatives to unhorse Attorney-General Daugherty, begun last September, appears to be continuing as the short session of Congress goes on. In a bill of particulars brought by Representative Oscar E. Keller, Republican, of Minnesota, fourteen specific charges are laid against this member of the Harding Cabinet as grounds for impeachment. The accusations brought against the Attorney-General make up "the most formidable indictment ever brought against a high official of the Government," in the opinion of the Socialist New York *Call*, and in this instance, points out the Providence *News* (Ind. Dem.), "the wicked Democrats can not be accused of attacking Mr. Harding's pet Cabinet officer, for the charges are made by a Republican Congressman in good standing." Some of the fourteen charges, briefly summarized by the New York *Tribune*, are:

"One—A wilful and deliberate attempt to paralyze and destroy the efforts and activities of the Federal Trade Commission in its attempts to suppress and punish violations of the anti-trust law by continued and deliberate refusal to prosecute such violations.

"Two—A wilful and deliberate refusal to prosecute the violations of the anti-trust laws that were called to his attention, supported by testimony taken under oath by the New York State Joint Legislative Committee on Housing. . . .

"Eight—Flagrant and bold favoritism in the administration of justice, on behalf of corporations, companies and individuals owned or controlled by or affiliated with the banking-house of J. P. Morgan & Co. . . .

"Eleven—The perversion of the processes of justice and the administration of the Department of Justice through the undue influence exercised upon the Attorney-General by one Thomas B. Felder, former legal associate of the said Harry M. Daugherty in the Morse case and others.

"Twelve—Continuing submission to the influence of corporations and individuals of great wealth and power in the administration of justice, and the deliberate conniving at the looting of one of the naval oil reserves of the United States of America by refusing, at the behest and demand of the Standard Oil Company of California, to institute suits to recover for the people of the United States title to lands illegally and fraudulently obtained by the said company.

"Fourteen—Gross favoritism, deliberate refusal to prosecute war grafters, failure and refusal to recover moneys stolen from the Treasury of the United States in connection with war frauds."

"If Mr. Keller can sustain these charges, the Attorney-General should be dismissed," believes the Republican Syracuse *Post-Standard*; "if not, he should be relieved of the suspicion attached to him." But he has had twenty months in which to obtain results in scores of war fraud cases, we are reminded by

the independent New York *Globe*, "yet he has shown none of the results desired by an indignant nation."

On the other hand, Arthur Brisbane, writing in William R. Hearst's New York *American*, declares that "Mr. Daugherty has brought suit against big concerns to recover more than \$300,000,000—which is three hundred million times as much as the Democrats ever did." Other papers, such as the Norfolk *Virginian-Pilot* (Ind. Dem.), and the independent Baltimore *News*, find fault with the charges. "Mr. Keller's fourteen-point broadside scattered all over the lot, instead of landing squarely on the target," observes the Virginia paper, while *The News* reminds us that "when you make charges of this sort you are putting your case almost wholly upon motive. And motive is a vague and indeterminate thing upon which to try a political case."

The Attorney-General himself, who is called "a good fighter" by the Brooklyn *Eagle* (Ind. Dem.), in reply to Representative Keller's charges, avers that during the last twenty months some twenty-two actions under the Anti-Trust Act have been filed in various parts of the country, and that "jail sentences or fines, or both, have been imposed upon sixty-three corporations." And in Mr. Daugherty's reply we find the following specific answers to charges set forth in the adjoining column:

One—A flat denial of the charge that the Department of Justice has in the past attempted to paralyze the activities of the Federal Trade Commission in its efforts to repress anti-trust violations.

Two—A statement that indictments were brought in a number of cases in which manufacturers and dealers in the building construction trade in New York were charged with price fixing. . . .

Eight—To quote the Attorney-General: "The suggestion and insinuation are sought to be conveyed that violators gain immunity through their financial connections. Those insinuations are as unwarranted as they are unworthy and untrue. Neither the Department of Justice nor the Attorney-General is controlled or affected by the power of wealth. . . ."

Eleven—A denial that any information had been received by his department regarding the return of \$200,000 worth of wine to Thomas B. Felder, a former legal associate.

Twelve—A denial that the Attorney-General had failed to take proper action for the recovery from the Standard Oil Company of oil lands in California.

Fourteen—A general denial of the charge that he had failed properly to prosecute so-called war frauds cases. The United States Harness Company case, he added, is being investigated.

It seems to the Buffalo *Commercial* (Rep.), therefore, that the charges of Mr. Keller are "too vague and indefinite to be of much value in a judicial body," such as the House Judiciary Committee. "As a matter of fact," *The Commercial* goes on, "it is recognized that this prosecution is merely a political move."

## "WET" AND "DRY" GAINS AND LOSSES

FROM BOTH THE "wet" and the "dry" camps we hear the assertion that the Prohibition fight is not ended, but is entering upon a new and more bitter phase. Therefore immediately after the November elections, and while some of the returns were still in doubt, we examined the verdict of the ballots for any light it might throw on the progress of John Barleycorn's fight for resurrection. At that time, as reported in *THE DIGEST*, we found the foes of the Volstead Law rejoicing over the "wetness" of the vote in New Jersey, Massachusetts and Illinois, while the Prohibitionists pointed with equal pride to the decisive "dry" victories in Ohio and California, and to the fact that they retained their control in the newly elected Congress. Now, after both sides have had time for more deliberate examination of the results, we record their later findings.

The "drys" broadly base their satisfaction on the fact that no previously "dry" State reversed itself in the election, while one supposedly "wet" State, California, voted "dry," altho two years ago it had registered its opposition to Prohibition by a majority of sixty-five thousand. Wayne B. Wheeler, the Anti-Saloon League's general counsel, telegraphs us the following more detailed analysis of the results, as the "drys" see them:

"Thirty-five United States Senators were elected this year. At least twenty-four of the thirty-five are favorable to the necessary legislation to enforce the Eighteenth Amendment, and have indicated that they are against the brewers' beer and wine proposal. The 'wets' made a gain in the Senate in only one State, New Jersey, and lost ground in at least five States. Of the members of the House, 371 were renominated at the primaries. Of these 98 were opposed to Prohibition legislation and 273 favorable to it. In the election 303 of these former members were returned to Congress, 79 of whom are opposed to Prohibition legislation and 224 favorable to it. Of the 132 new members elected, 54 are not favorable to Prohibition while 72 will support the enforcement legislation. There are six members who have not stated their position. The only definite test of public sentiment on the 2.75 per cent. beer amendment was in Ohio, where a proposal to legalize the sale of such liquor was voted upon at the election of November 7. It was defeated by a majority of over 188,000. In Illinois there was a straw vote on a beer proposal which did not have any binding effect. The organized 'dry' forces advised the 'dry' voters not to vote either way. About two million votes were cast at the election, and the advocates of beer polled about 800,000. To claim a victory they would have to poll a majority of all the votes.

"In Massachusetts we never had a State Prohibition enforcement code. The failure to secure it at this election simply necessitates the continuance of an educational campaign to get the majority to support a law to enforce the Constitution. In California the law-enforcement code adopted by the legislature has been sustained by the people by 30,000 majority, when two years ago it lost by 65,000."

Nevertheless we find Prohibition spokesmen admitting that the election results contain "danger signals." Thus we read in *The American Issue*, official organ of the Anti-Saloon League: "While there has not been any material gain in numbers by the 'wet' advocates, there is sufficient evidence in the election results to indicate that all 'drys' who have thought the victory for Prohibition complete should now be on guard as never before." Soon after the election William H. Anderson, New York State Superintendent of the Anti-Saloon League, addressed a letter to the New York clergy, exhorting them to greater activity in behalf of Prohibition enforcement. It began with these words: "The opponents of liquor and the advocates of law and order in the nation as a whole got kicked on the shins last Tuesday, but in New York they were kicked in the eye." Another "dry" authority, Dr. Clarence True Wilson, Secretary of the Board of Temperance, Prohibition and Public Morals of the Methodist Episcopal Church, finds evidence in the election results that a new "wet" and "dry" fight is now on, and that "it will be more bitter and relentless than was the fighting when Prohibition was won."

In the New York *Tribune*, under the heading "Why This Excitement?" William Allen White, an uncompromising "dry," sums up the results as follows:

"The referendum was invoked in four American States upon the Volstead Act. In one State the referendum was merely advisory, and for months before the election the 'dry' leaders advised their followers to ignore the referendum. That State was Illinois and of course the 'wets' won. In three other States the referendum was not advisory. It was mandatory, and there was a finish fight. The 'wets' won in the 'wet' State of Massachusetts and the 'drys' won in the 'dry' State of Ohio and in the 'wet' State of California, where Prohibition never had won before. In the 'wet' States the 'wets' won, sometimes under the Republican banner, sometimes under the Democratic banner, and in the 'dry' States the 'drys' won under both banners.

"The 'drys' have a slightly increased majority in Congress, and no 'dry' State at the election went 'wet,' and, as one State went 'dry,' there is nothing in the election for either the 'wets' or the 'drys' to get excited about."

The "wets," on the other hand, insist that the election returns reveal a growing and insistent revolt against the Volstead Law, and prove conclusively that Prohibition is again before the country as an unsettled political issue. According to G. C. Hinckley, secretary of the Association Against the Prohibition Amendment, the "wets" "made gains in California, Delaware, Georgia, Illinois, Indiana, Iowa, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Texas, West Virginia, Wisconsin, and probably Oklahoma." W. H. Stayton, executive head of the same organization, claims that the "liberal" element has made a clear gain of 79 votes in the new House, giving a total of 204. He states further that among the many non-committal members "91 said that if ever the 'wets' of the United States showed they actually would scratch their tickets, they would, on presentation of that proof, stand ready to vote for some liberalization of the Volstead Law." The New York *Globe* sees in the election results "a sane and healthy protest against an unreasonable law"; and the New York *World*, under the title, "A Practical Judgment on Volsteadism," says:

"An analysis of the 'wet' and 'dry' voting shows that in the thickly populated parts of the country the Volstead Act is highly unpopular. The Volstead Act, and all State imitations of it, is most condemned where its actual workings are best understood.

"The people of the farming districts may think that the Volstead Act is a bulwark against what they hold to be a sin. They have no real knowledge of that law. The people of the densely settled regions know the Volstead Act in practise. They know it to be the greatest source of corruption that has ever come into American life. They know it for what it is—the foundation of the bootlegging traffic and a sinister destroyer of respect for law.

"When the rural districts and the cities vote on the Volstead Act they are really voting about two different things. The farmers are voting against the village saloon, not against their cider, which so often and so easily exceeds the Volstead limits. The city people, tho they have no desire to restore the old saloon, are voting against a law which in every city in the land is the basis of gigantic corruption, more wide-spread, insidious and appalling than any this Republic has yet known."

A poll of the Senate and House in the present Congress by the New York *Herald* reveals the following alinement:

In the House		In the Senate	
"Wet"	"Dry"	"Wet"	"Dry"
Republicans....	96 204	Republicans....	16 31
Democrats.....	30 103	Democrats.....	11 25
Total.....	126 307	Total.....	27 56

*The Herald* classifies twelve Senators as "doubtful." It also concedes "about thirty" more "wet" members in the new House, and reports that the "wets" claim a gain of six votes in the new Senate. These gains, however, it points out, do not break the "dry" control of Congress. In making the poll, *The Herald* explains, it includes in the "wet" column "all those who favor any sort of liberalization of the present law."

## CHRISTIANS ORDERED OUT OF TURKEY

THE BANISHMENT of all the Greeks, Armenians, and other Christian minorities now resident in Turkish territory constitutes, in the opinion of Edwin L. James, foreign correspondent of the *New York Times*, "one of the blackest pages in modern history." Ismet Pasha, delegate of the Turkish Nationalist Government to the Lausanne Conference, admitted on December 1 that such an edict had gone forth, but three days later this envoy denied that the Angora Government had ever ordered the Christian minorities to leave Asia Minor and other Turkish soil. Meanwhile, however, Associated Press dispatches from abroad significantly continue to tell us of the exodus of half a million Greeks from the lands where their ancestors have lived for centuries. The statesmen of the civilized Powers in attendance at the Conference, moreover, according to foreign news dispatches, "meekly accepted the Turkish dictum, and set about getting the Greeks out of harm's way before they should meet the fate of some 800,000 Armenians who were massacred in Anatolia in 1916 and 1917."

Under the present plan, set forth at Lausanne, we are told in a *New York World* dispatch: "Greeks by the hundred thousand are to be brought from Asia Minor to the mainland of Greece. At the same time Turks living in Western Thrace are to be brought to Anatolia to occupy the homes of the Greeks, leaving their homes to be occupied by the exiles from Asia Minor." Some 600,000 Greeks have fled from Asia Minor to their native shores, it is said, and the remaining half million are to be "exchanged" before Christmas.

"For naked savagery this wholesale expulsion is almost without parallel in modern history," declares the *New York Globe*. Every road converging upon the Black Sea and Mediterranean ports is crowded beyond capacity with emigrants, all suffering from extreme cold, and many freezing to death, say Associated Press dispatches from Asia Minor. Yet the Turkish Nationalist Government of Mustafa Kemal insists that no edict banishing Christians from Turkish soil has been proclaimed; it seems merely that "one month has been allowed those persons desiring to do so to leave." This, in the opinion of Dr. Fridtjof Nansen, representative of the League of Nations at the Lausanne Conference, includes all Christians, since persecutions by the Turks make life absolutely unsupportable to Christians in Moslem territories. The Turks in reply maintain that the Greeks are unnecessarily panicky. Meanwhile the rout continues. Yet in the opinion of the *New York Globe*:

"It is impossible to transfer such a host from Anatolia, European Turkey, and Thrace to any place of safety within the

interval allowed. It is only necessary to remember the difficulty involved in sending American troops to Europe to picture the difficulty inherent in such a proposal. The Turks know that the Greeks can not be got out alive. They remember the Armenians who used to live in Anatolia, and they have not forgotten the massacres of 1916 and 1917.

"According to Lord Curzon there were 1,600,000 Greeks in Anatolia in 1914. Of these he said, 'a million Greeks have been killed, deported, or have died.' Those who now remain are men and boys from fifteen to sixty years old who have previously been refused permission to leave. In addition to these there are approximately 300,000 Greeks in Constantinople and another group of about 320,000 in Eastern Thrace.

"It is not possible to picture the misery and destruction which

will be entailed by the removal of these people. Nothing can palliate the cold-blooded ferocity of such an order of banishment as that announced at Lausanne. If carried out it will go down in history as an act of folly and cruelty comparable only to such madness as the deportation of the Jews from Spain by Torquemada in the time of the Inquisition."

"The Turkish State in its best days exercised a generous measure of religious tolerance," notes the *New York Tribune*; "the Turk needed the Greek, the Armenian, and the Jew to carry on his trade and commerce. But this entente was shattered by the Young Turk revolutions and the World War." As the *Pittsburgh Post* explains:

"At the close of the World War, when the allied and associated nations were acting in concert, the Turk heeded orders. He came back

only when the unity of the forces arrayed against him weakened. He marked the politics in the American Senate that kept the United States from cooperating with the League of Nations. He saw Bolshevik Russia break away from the Allies and show signs of a willingness to cooperate with him. In the conflict of interests among other nations, he found an advantage in the attitude of France. If ever he was startled by the news that the United States had sent warships to the scene he seems to have been relieved on hearing that, after all, we were to have only an 'unofficial observer' at the Peace Conference with him."

To the *New York Times*, "the serious thing about these wholesale deportations is not so much the morality of the Turk, which is well-known to the world, but that of the so-called Christian Powers, which stand by and consent." Continues *The Times*:

"The British Government protested in the name of humanity when the Greek revolutionaries shot a group of ex-Ministers and Generals. But when the Turks announce that a million Greeks are to be expelled from the country where they have lived since two thousand years before the Turks were heard of, and driven out to die, Lord Curzon's moral scruples are satisfied with a request for two weeks' delay. . . .

"The great cultured nations of Western Europe which watch calmly the annihilation of some of the oldest stocks of European culture may be calm because they think they will get a bigger share of the business with resident business men out of the



VIA DOLOROSA.

—Kirby in the *New York World*.



way. But business there must be; even the Turks will need it. And the killing off of the races that have done the business hitherto will merely widen the field for that foreign intrigue which the Near East has known for centuries, and will continue to know so long as weak or incompetent States lie in the zone between Asia and Europe.

"There is some justice in the Turkish complaint that the Christian minorities were used as pawns in foreign diplomatic games; but these diplomatic games will go on with other pawns. The Turks will not be let alone, nor will the Near East cease to be a breeding-ground for European wars."

But the fact remains, as *Atlantis*, a New York Greek daily, points out, that Greece faces the deportation of her nationals from Turkish soil. Furthermore, declares this Greek paper:

"This is the first instance in the history of migration of peoples where autochthons are being driven from the land they occupied for centuries. And the tragedy assumes monstrous proportions when we consider that Christian and civilized Europe is unmoved by this unprecedented demand from the unspeakable Turk, who ought to have been driven from Europe long ago. That America has not protested against this Turkish demand is more than astonishing; it is nothing less than an affront to the sentiment of the American people, which is solidly arrayed against the Turk and all his works."

A New York Turkish publication, *Dirlik*, on the other hand, maintains that "the exchange of the Christian minorities in Asia Minor for the Mohammedans in Greece is not banishment in the strictest sense of the word." This paper, moreover, declares that the Greek Government is inflicting cruelties upon its Mohammedan subjects which really amount to a policy of extermination. In this Turkish periodical's opinion:

"Altho it is a deplorable affair to transfer hundreds of thousands of Greeks and Turks from the lands where their ancestors had lived for centuries to the countries to which they belong, it is the only solution which will bring permanent peace to the Near East.

"The Turks have lived for centuries as peaceful neighbors with their Christian subjects, but during the last decade or two the Greeks and the Armenians, with the encouragement of the European Powers, have taken a rebellious and treacherous attitude against their Government. The Greeks living in the western provinces of Asia Minor and in Eastern Thrace espoused the cause of imperialistic Greece, joined the Greek Army during the last Anatolian campaign, and fought against the Turks. They not only fought against their Government as regular soldiers under the command of Greek officers, but formed irregular bands and burned and pillaged Turkish towns and villages, oppressed innocent Mohammedans and killed thousands of them.

"These facts have largely increased the already existing animosities between the Greeks and the Turks, and have rendered it almost impossible for these people to live together in the future. None of them are willing to live under the rule of others. Under this condition the Turkish Nationalists thought that probably the best solution of this difficult problem would be the exchange of the Greeks of Asia Minor for the Mohammedans of Greece.

"As to the number of people who will be affected by this proposal, it is largely exaggerated by the American press. The Greeks living in the interior of Anatolia who proved their loyalty to the Turkish Government are not required to go; we merely want the exchange of those who prefer Greek rule to Turkish rule. The number of those who will suffer from exchange, therefore, is not more than three hundred thousand."

## WHEN GREEK KILLS GREEK

"THE MOUNTAINS look on Marathon, and Marathon looks on the sea"—and a few days ago the ruins of the Acropolis looked down on a scene in an Athenian suburb which caused the rest of the civilized world to raise its hands in horror and tell the Greeks that the penalty of death for military or diplomatic failure now shocks the collective conscience of mankind. It is admitted that the Greeks had precedents for

that execution of five ex-cabinet members and a general on November 28. There were the admirals executed in ancient Athens after winning a naval battle back in 406 B. C. because they failed to pick up the dead and wounded from the water. One of the most popular of British governments, not so many generations ago, as the *Chicago Journal* notes, "executed Admiral Byng for a fault not alleged to be a thousandth part as grave as the debacle in Asia Minor." "Bazaine after Sedan, and Stoessel after Port Arthur were condemned to death," as another editor remembers, altho their sentences were afterward commuted. Nor, observes the *New York Times*, are political executions any novelty in recent Greek history: "Venizelists were killed in December, 1916; Constantinists during the Venizelist rule from 1917 to 1920; Venizelists again after the restoration."

But despite these precedents and despite the fact that many editors are convinced that the men executed deserved punishment at the hands of their fellow countrymen, it is the almost unanimous opinion of the press of this country that the revolutionary Greek Government has branded itself, in the words of the *Detroit Free Press*, as "vengeful and barbarous," that, as the *Birmingham Age-Herald* puts it, "the Greeks will be long in escaping the consequences of this untoward killing." The executions were followed by the withdrawal of the British Minister from Athens and have thus, as we read in the *New York Globe*, already made a breach between Greece and her best friend; "they have raised the spirits of the Turks and have surprized and half alienated the world in general." In fact, as we read in the *Philadelphia Public Ledger*,

"The Greeks have alienated Western sympathy at a time when they never needed it more. The effects of that alienation can not be calculated. Foreign loans to the Greeks may end. Athens has taken a very long step toward social chaos and international ostracism.

"More heed will be given to Turk claims of Greek atrocities in Asia Minor. Athens has played straight into the hands of Angora."

And when the *Brooklyn Eagle* calls the execution of General Hadjanestis, ex-Premier Gounaris, and the other four "a manifestation of vindictive savagery which is without a parallel in modern times" it is merely giving utterance to a feeling expressed by the newspapers of Rochester, Pittsburgh, Richmond, Philadelphia, Providence, Washington, Boston, New York, Chicago, Indianapolis, Memphis, St. Louis, Kansas City, El Paso, and other cities. The plea of treason does not go, declares the *Manchester Union*, which argues:

"The executed men did, no doubt, advise a wrong course. But the advice was accepted with jubilation. Venizelos was



CHIEF OF THE COURT-MARTIAL

Which sent the six Greek leaders to death: General Othoreos.



Underwood &amp; Underwood.

DEMETRIOS GOUNARIS,  
Former Premier.

Keystone View Co.

GENERAL HADJANESTIS,  
And his now orphaned daughter.

P. &amp; A. Photograph.

GEORGE BALTAZZIS,  
Once Cabinet Minister.

Keystone View Co.

PETROS PROTOPAPADAKIS,  
Former Premier.

## GREEK LEADERS EXECUTED FOR RESTORING CONSTANTINE AND CAUSING THE GREAT GREEK DEFEAT.

hurled from power amidst public acclaim. Constantine was recalled with a popular shout that echoed throughout Europe. The nation that was weary of war became intensely belligerent, and ambition grew with belligerency. It seemed a trifle to ask that Constantinople should be handed over to it. Had these Ministers and Generals achieved moderate success, they would have been crowned as heroes. They may still have been traitors to all that is best and highest in Greece, but they would have earned the worship given the great god Success. They failed, and died simply because they failed, and Greece is stained indelibly by the blood of men killed in anger and disappointment."

And "Greeks all over the world are shocked," the editor of *The Greek Star* (Chicago), is quoted in the *Chicago Daily News* as saying. A New York Greek daily, Constantinist in its sympathies, says that "Hellenism remains stunned before the Kemalist activities of these murderers who are committing orgies in the name of patriotism." As this paper, *The Atlantis*, said the day after the executions:

"Since yesterday Greece has ceased to be a civilized country. She is another Mexico, another Guatemala, another Soviet Russia.

"Since yesterday all the ties connecting the Greek nation with the Revolutionary Government of Athens have been cut, the Greek people have no Government, and Greece has ceased to be a civilized State, and any one cooperating with the murderers of Athens is their moral accomplice."

But when we turn to the reasons given by the present Greek régime for putting the six men to death we find their statements taken seriously in more than one editorial office. The men executed, it will be remembered, included Gounaris, who had been Prime Minister after the return of Constantine, and who was considered during the Great War to be either neutral or pro-German; Stratos, who succeeded Gounaris in March; Protopapadakis, who succeeded Stratos; General Hadjanestis, who was in command of the Greek forces in Asia Minor at the time of the great disaster; and Messrs. Baltazis and Theotokis, who had held posts in the cabinets of the other statesmen. A statement issued by the court-martial justifying the death sentence asserts of these men that, "by terroristic methods they stifled all public opinion contrary to them, arranged with General Hadjanestis a pretended offensive against Constantinople and thereby brought about the enemy's offensive and the collapse of the Greek front in Asia Minor, thus deliberately delivering a large part of the Army into the enemy's hands." It was part of their offense, says the same statement, that "they concealed from the people the danger of King Constantine's return, which they saw, in order to enjoy high office under him." Veni-

zelos who, safe in Lausanne, has refused to return to Athens, condemns Gounaris as a prevaricator, who "betrayed his country," and insists that all the men executed were "criminals" and "traitors." And the *Greek National Herald* (New York), which is Venizelist in its policy, says:

"It is an undeniable and indisputable fact, ascertained by a tribunal convened not in the dark but in broad daylight and with all the legal processes, that the six fusilladed men were conscious and treacherous agents of a disaster similar to which no other nation and no other people has suffered in any period of the human history. One should not forget that the six executed men were proven to be guilty and that they caused the loss of Asia Minor and the extermination of Hellenism in Asia-Minor. Guilty and responsible for the loss of Eastern Thrace and the uprooting of the Thracian civilian population. Guilty for causing 80,000 to die and be wounded. Guilty and responsible for the loss of 800 guns and of all the rich war material which treacherously was handed over to the enemy as spoils of war. It is unquestionably true that they have been guilty and that they caused the unbearable misfortune which fell upon one and a half million refugees, that they were culpable and responsible for the national dishonor and shame and reproach which Hellenism will bear in all the ages."

"It is contrary to the practise of civilized governments to put to death outgoing Ministers on account of the failure of their policy," remarked Prime Minister Bonar Law in the House of Commons, whereat Mr. Lloyd George joined in the laughter. But there are Turkish and Bulgarian officials in prison awaiting trial for treason who did not laugh when they heard the news from Athens. In Western countries which have long been safe for democracy, retired statesmen are generally immune "from punishment for blunders or even for crimes," remarks the *Springfield Republican*. But "in countries newer to the ways of democracy these matters are taken more seriously. Their methods may be too drastic, but perhaps the West is too easy-going in not holding its politicians to stricter responsibility for their acts." The Greek executions, observes the *New York Call*, "may not be according to the best diplomatic usage, but they are going to make a lot of diplomats do some careful and prayerful thinking." And the *St. Louis Star* remarks that if the penalty for failure in an aggressive war "were known to be death, few Kings and Premiers would have war policies." Indeed,

"Germany would be in a healthier condition to-day, and justice would be served, if the German Government, after the 1918 revolution, had tried and executed the Kaiser, the Crown Prince, Von Tirpitz, Hindenburg and Ludendorff."

## HIDDEN GERMAN ARMS

LOOKING BEYOND THE RHINE—which so many Germanic hosts have crossed—Clemenceau, France's unofficial spokesman, sees signs of fresh trouble there for his country. "I tell you plainly, as I told Lloyd George before the World War, that the Germans are preparing for war again," he declared in his maiden speech in the United States. And later at Chicago "the Tiger" maintained that Germany, still bent on the destruction of France, is concealing, in violation of her agreement with the Allies, war materials of every description. To clinch his argument, he gave to the press "a certified official list" of forty-five instances where hidden war materials were discovered by Allied representatives since July 15, 1921. "It is an impressive list," thinks the *Providence Journal*, "covering a great quantity and variety of weapons and explosives, and it shows that the Germans are up to their old game of hypocrisy and deceit."

Another act which brings the disarmament question to a focus is a firm note from the Allied Council of Ambassadors telling Germany she must comply with the five disarmament demands provided by the Versailles Treaty. The note, according to Lincoln Eyre, Berlin correspondent of the *New York Herald*, implies that much war material is not yet delivered to the Allies, and demands that munitions plants must be converted into peace-time uses; that war materials not yet admitted to exist must be delivered; that machinery capable of turning out war materials must be surrendered; that documents listing munitions on hand at the time of the Armistice must be submitted; and that the police must be broken up into municipal units, in lieu of a Federal force.

The *London Daily Mail*, too, claims that Germany is "arming for a war of revenge," and that there exists a secret military agreement between Germany and Russia. If England, Italy and the United States hold aloof from the next war, points out *The Mail*, Germany and Russia will be left free to attack France. Russia, it is claimed, could feed both herself and Germany during the proposed war, and thus escape the effects of a naval blockade. Premier Mussolini, of Italy, who has recently been in Germany studying conditions at first hand, believes that Italy also is in great danger from Germany, particularly since there is a possibility of Turkey siding actively with Germany and Russia. Already, we are told by the *San Antonio Express*, "the Soviet Government is urging Mustafa Kemal's followers to break with the Allies, and is supplying them with funds from its treasury. Clemenceau's words, therefore, should be pondered deeply." The words which this Texas paper would have us ponder were uttered in Chicago. Said France's former Premier:

"Almost every day in Germany we find guns of every description. The Germans have been getting this large amount of armament. Don't you think it is for the purpose of destroying us?"

"As you know, Germany has made a Treaty with Russia. The German officers are well equipped to drill the inexperienced Russian soldiers, and there is an arrangement with the Krupp manufacturers to transfer their activities from Germany to Russia for the making of armaments.

"All the military organizations of Germany still exist, every one of them, and are we not right in fearing aggression?"

"The German war spirit has not been curbed," agrees the *New York Tribune*. "Germany is recovering her arrogance and her strength." Continues this paper:

"Germany has wrecked her money system in order to escape the financial penalties of the Treaty. She is steadily arming and calling on Russia with the idea of recovering the territory taken away from her. She is further away from ruin than at any time since the Armistice; and she is more a menace to Europe than at any time since the Allies imposed peace on her.

For behind the published commercial agreement with Russia there is manifestly a far-reaching secret military agreement."



On the other hand, such widely read newspapers as the *New York World*, *Baltimore American*, and *New York Herald* find it hard to believe that France's peril is as immediate as "the Tiger" believes. "The very fact that hoards of arms and ammunition were found in Germany is evidence that a strict watch is being kept by the Interallied Military Control Commission," notes the *Albany Journal*. Moreover, a flat contradiction by the highest expert authority in Berlin—General Sir Francis R. Bingham, chief of the Commission—has been made of M. Cle-

menceau's serious charges. Says this authority:

"There are unquestionably small arms and ammunition hidden in Germany, but these are insignificant compared with the stocks being destroyed.

"My personal opinion is that Germany really has been combed of all war supplies worth mentioning."

As the *New York Herald* observes:

"In the matter of M. Clemenceau's recital at Chicago, with specific instances, places, and dates, of what he calls proof of Germany's secret preparations for a new war, his list of the German war material is not convincing. His report of the secret war material embraces field-guns, machine-guns, rifles, cartridges, telegraph and telephone material, bombs, bomb-throwers, automatic pistols, magazine clips, miscellaneous ammunition, gas-masks, anti-aircraft gun-mounts, airplane motors, haversacks, hand-grenades, bayonets, pontoons, bridge-building equipment, etc.

"But, aside from the fact that the quantities are inconsequential, these military supplies, as the report shows, were found for the most part in very public places which are subject to regular inspection by the officers and agents of the Allies."

Another point which the *Baltimore American* stresses is that there is no statement as to the date of manufacture of the war material discovered. "Clemenceau has not yet proved his case," in the opinion of this paper. "His official list will not help him prove that Germany is secretly arming against France," agrees the *New York World*, which goes on:

"In the first place, he produces no evidence that this scattered material was hidden by the German Republic or known by it to exist. In the second place, M. Clemenceau's list shows material of a caliber so small that it was obviously concealed for use in street fighting rather than in international war. No Army could conceivably go into battle with such petty weapons.

"M. Clemenceau does not help his case by trying to create scares on such flimsy evidence. Such 'facts' are a boomerang to his cause, for they simply persuade people that France is not talking about real dangers, but is inventing dangers for propagandist purposes."



## TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

THE Turk is Europe's bad penny.—*Chicago Journal of Commerce*.

EUROPE can't understand why Uncle Sam wants to mind his own business.—*Toledo Blade*.

EVERY little bit of coal taken from what you have makes a little bit less.—*Omaha World-Herald*.

NATIONAL aspirations should be listed under the head of surplus war material.—*Detroit Free Press*.

WE certainly ought to make England pay an entertainment tax on Ambassador Harvey.—*New York Tribune*.

EDISON says college men object to work. College doesn't seem to change people so much, then.—*Houston Press*.

THE President calls for an "Education Week." Wasn't Election Week sufficiently educational?—*Brooklyn Eagle*.

IF the sculptors keep on making statues of Abraham Lincoln soon nobody will know how Lincoln looked.—*Atchison Globe*.

ACCORDING to rumors at Lausanne, the Kemal walk will shortly give way to the Turkey-Trotzky.—*Norfolk Virginian-Pilot*.

PROHIBITION is gaining. Recently 57 carloads of ginger-ale suspected of being hooch turned out to be ginger-ale.—*Brooklyn Eagle*.

IRISH Free State officials are beginning to understand exactly how the government in London used to feel sometimes.—*Detroit Free Press*.

OUR idea of poetic justice is a Republican campaign orator buying a suit of clothes under the Fordney-McCumber Tariff Law.—*Columbus Ohio State Journal*.

LONDON doctor now comes forward with the cheerless news that women are too weak for housework.—Well, the men are not strong for it, either.—*Philadelphia Inquirer*.

THE Chicago Surface Lines carried 4,300,000 more passengers in October than in September, and we caught that very car.—*American Lumberman (Chicago)*.

CHEMISTS are looking for a universal solvent, which after all is harder to find these days than an insolvent.—*Manila Bulletin*.

"EIGHTY-FIVE Pearls Found in a Single Oyster," says a headline. The married ones probably can't afford them.—*New York American*.

RECKLESS automobile driving arouses the suspicion that much of the horse sense of the good old days was posessed by the horse.—*Boston Post*.

THERE are said to be 500 bootleggers in Washington, but one must remember that there are more than 500 Congressmen there.—*Columbia Record*.

LENIN says Russia isn't afraid to give foreigners concessions. Of course not. The trouble is that the foreigners are afraid to take them.—*Greenville Piedmont*.

GENERAL PERSHING advises the people not to drift into a pacifist state of mind. But we believe there is little danger of that, with prices where they are.—*New York American*.

TIME is the only money that can not be counterfeited.—*Greenville Piedmont*.

THE Government advises farmers to raise peanuts, but not to public office.—*Washington Post*.

A SUBSIDIZED Ship of State is about all the ship subsidy we can stand just now.—*Columbia Record*.

THE "first woman Senator" is able at the end of her term to point to a spotless record.—*Omaha World-Herald*.

THE value of a New Brunswick murder clue seems to be a close runner-up to the Russian ruble.—*Philadelphia Record*.

HAIR tonic now gets results, which is a lot more than could be said of some of it before Prohibition.—*New York American*.

EUROPE could easily liquidate her indebtedness to the United States if it could be done with liquids.—*Cleveland Commercial*.

BONAR LAW says America found her soul in the war. If he means the Revolutionary War, he's right.—*New York Tribune*.

WE aren't in sympathy with the move for a third party; we have already two parties in excess of our real needs.—*Columbia Record*.

THE coal miners and operators must be bitterly disappointed. The strike advanced prices only about a quarter a ton.—*New York Tribune*.

SIGN in subway reads: "Take This Train to the Zoo." But why go to the zoo when you can stay in the subway?—*New York American*.

QUITE properly, the bone-dry Angora Government is represented at the Lausanne conference by a gentleman named Arid Bey.—*New York Times*.

UNCLE SAM is reported to be about a billion and a half shy on his income. The old boy ought to know now how the rest of us feel.—*New York Evening Post*.

THE great old tiger of France does not appear to realize that the U. S. A. enlisted only for the duration of the war, and not for the duration of the peace.—*Boston Shoe and Leather Reporter*.

OLD-FASHIONED statesmen must pine for the days when the winner of a war would win something else in addition to the war.—*North Adams Herald*.

LA FOLLETTE is said to be one of the militant group in the Senate. Well, time was when the Senator wasn't so militant as some of the rest of us.—*Dallas News*.

OF course it is none of our business, but it does seem as if young John D. in advising people not to buy automobiles is sort of crabbing father's business.—*New York Tribune*.

THE mother-in-law has always predominated among the jokes; therefore no one but the Princess Hermine's children can realize what a joke a father-in-law can be.—*Chicago Journal of Commerce*.

AFTER ten months' consideration the Supreme Court has decided that a Jap is not a white man. Wonder how long it would take them to decide that a bird-dog is not a rabbit.—*Nashville Southern Lumberman*.



# FOREIGN - COMMENT

## BRITAIN'S MESOPOTAMIAN BURDEN AND OIL

**T**URKISH DEMANDS at Lausanne that the Mosul oil area be returned to Turkey because it is Turkish in population, have impelled the British to bring King Feisal of Irak to the seat of the Near East Peace Conference, say press dispatches, to prove that the territory in which Mosul lies is Arab, altho the town of Mosul itself may be Turkish. The Russians, it appears, have notified the Turks that Turkish insistence upon Mosul is the touchstone of Turkish good faith with the Russians. Some correspondents at Lausanne tell us that one project being considered is that Britain retain the Mosul territory, the price being a percentage of the oil to be awarded to Turkey and possibly also a loan based on it. This would mean, they aver, that the monopoly concessions the British claim to have obtained in the Mosul region would be recognized by the Angora Government, which in the past has maintained that no such concessions ever were granted. Yet it is also said that Angora will not consent to such an arrangement unless in the belief that British control of Mosul is doomed to end soon anyway, or by an exchange for great British recessions on the Straits and elsewhere. Meanwhile the British are described as showing a keener desire for Mosul territory than at first appeared, for they are now apparently extremely anxious to protect their prestige in this part of the world. But predictions are made that the strong opposition in the British Parliament to the whole course of what has been sarcastically called "the Mesopotamian adventure," because of its great expense to British taxpayers, will have to be reckoned as a factor in the negotiations of the British and Turkish delegations at Lausanne. Fear is expressed by certain American correspondents that in the oil negotiations the aim is to "settle secretly outside of a conference and without American participation one of the questions chiefly interesting to America and which may bring action from the American observers."

London newspapers remind us that a Treaty between Great Britain and Mesopotamia, or the Kingdom of Irak, was signed on October 10th at Bagdad, by which, according to the melancholy view of *The Times*, "the Government have linked up the fortunes of the British Empire with all the uncertainties of Mesopotamia for twenty years to come," and it recalls that:

"In the vicissitudes of the war it so happened that British arms detached this territory from Turkey. Thousands of British lives were lost in the effort and British treasure was freely spent in those deserts for a purpose that the

struggle in Gallipoli failed to achieve. At the end of the war we found Irak upon our hands, and our Government agreed to accept a mandate for the administration of this inhospitable territory. What relation Irak has to British Imperial interests, whether strategic or economic, no statesman has yet made plain. The strongest argument ever used for the continuance of our connection with the country is that, since we have expended such energy in the effort to wrest the country from the Turk and to retain our control, it would be a confession of weakness if we were to relax the strain. The task since the Armistice has been wholly ungrateful. The population rebelled, and the rebellion was crushed at great cost. More recently our Government have tried to act on the assumption that the people of Mesopotamia were, or could be made, a definite and coherent nationality. Since their speech is Arabic, they were given an Arab King from the family of the Sherif of Mecca, and the person of the King has been regarded as a possible nucleus of stable government. The King was provided with a Cabinet, and Mesopotamia, with its vague frontiers and mixed population, was treated as a nation, as an embryo State, to be ranked with the modern democracies included under the League of Nations."

This "abstraction having been set up," *The Times* goes on to say, the British Government made a treaty with it, providing for the adoption of an Organic Law by a Constituent Assembly, for the admission of Irak to the League of Nations, and for financial and military aid from Great Britain to the King of Irak. The whole proceeding is

"thoroughly artificial" according to this London daily, which adds:

"The Treaty is an evasion of the facts. The reason for the conclusion of a Treaty was that the politicians of Bagdad objected to the idea of a mandate, and traded on popular ignorance by objecting to a novel Arabic term. Our Government, therefore, considered themselves obliged to incorporate the normal provisions of a mandate in a Treaty recognizing the independence of Irak. By this Treaty, however, the British Empire undertakes many and serious obligations toward Mesopotamia, besides considerable obligations toward the League of Nations. The obligations of financial and military aid are on our side; on the side of King Feisal there is little more than an obligation to accept our advice and to refrain from accepting foreign advisers without our consent. The Treaty is unfair to the British Empire, which has always willingly undertaken an intelligible task, but shrinks from undefinable commitments. It is unfair to the League of Nations, which, in its present experimental stage, should not be saddled with a burden that the British Empire can hardly bear."

Much less pessimistic is the attitude of the London *Economist* toward Irak and the Treaty, altho this financial weekly is not without its worries on the subject. It feels that the British



THE WHITE MAN'S BURDEN.

—The Looker On (Calcutta).

Government "can not retire from the country and leave the way open for the return of the Turk" and that it must "support the Irak Government, which it has set up under King Feisal." But it points out that:

"On the other hand, the British taxpayer has a right to insist that no more of his money should be poured into Mesopotamia than is strictly necessary; while, in view of the unpopularity which King Feisal and his Government reap from those who regard them as mere tools in British hands, it is also politic that British interference in Irak should be limited as closely as may be. The Treaty signed between Great Britain and Irak appears to satisfy in the main these conflicting desirabilities. It lays down with customary formality the lines of a régime of freedom, toleration and justice, while it exacts from Great Britain the undertaking to support the Irak Government, as occasion may demand, with financial and military aid. This undertaking necessitates, of course, the stipulation that the British High Commissioner shall have a voice in fiscal matters and foreign policy. Article 6 is one of the most important in the document. This article reads as follows: 'His Britannic Majesty undertakes to use his good offices to secure the admission of Irak to membership of the League of Nations as soon as possible.' Such admission would bring the British mandate to an end, and this clause, therefore, raises the possibility that, altho the Treaty is to run for twenty years, Article 6 makes it possible to hope that our Irak obligations may in this way be ended very much earlier. The Treaty, like most agreements of the kind, depends for its success upon the spirit in which it is administered. So far as the verbal text goes, it is an arrangement which appears to conform to the peculiar difficulties that face both the contracting Governments. But he would be a rash prophet who would predict that big and costly difficulties in connection with that country are yet over. We trust that the new Treaty will prove to be capable of being worked in a manner that will keep them within tolerable limits."

With regard to the pessimism in Britain about the future of Mesopotamia, or the Kingdom of Irak, as it is interchangeably known, the London *Daily Telegraph* publishes an interview with General Haddad Pasha, a distinguished Arab soldier and statesman as well as the official representative of King Feisal in England. Haddad Pasha does not see why Mesopotamia "which in the days of old, when ruled in succession by the Babylonians, the Persians and the Arab Caliphs, was one of the mightiest kingdoms of these epochs, should not now regain its ancient glory." With modern industrial science he believes his country should become even greater than it was in ancient days, and he is quoted further as saying:

"It has been suggested that our population is somewhat sparse. But owing to the past misgovernment our population was bound to decrease. It is equally bound to increase with the advent of a sound government. We have in reality large reserves and resources of manhood to draw upon. I hear much talk of our alleged lack of labor. But I have no doubt whatever that the Bedouin tribes, which had refused until now to settle down, because of the way in which the Turk had ruled for centuries, will immediately return and establish their homes within our borders. No sooner had Feisal been proclaimed King than he began to receive daily applications from different tribes for land which they could cultivate and on which they meant to take up their permanent abode."

## ANOTHER SPANISH CABINET OUT

CABINETS FALL in various countries for various reasons, but in Spain it is beginning to be said the one force that puts cabinets out of commission are the Army juntas.

The recent Cabinet of Premier Sanchez Guerra is described in the press as the sixth victim of the opposition of Army circles and the Madrid correspondent of the *Paris Temps* points out that any cabinet in Spain finds itself in a difficult position between the "nefarious influence" of the Army and the "antagonism of public opinion to Army interference." In the judgment of this observer the feeling against the Army juntas is becoming more and more wide-spread. A Spanish Senator is reported as asking that these "veritable Soviets of officers be forced to disband"; in the Chamber of Deputies a similar proposal has been voiced. Meanwhile this *Temps* correspondent advises us that:

"The King himself knows better than any one else the danger of having an Army divided and disorganized by

syndicalist methods. He knows that the infantry junta which arrogated to itself the exclusive right of nominating officers and regulating their advancement takes away one of the dearest prerogatives of the King of Spain, who is supreme commander of the Army and the Fleet.

"Apparently, also, he must realize the outrage to his dignity that is offered in the pretensions of these military syndicates that they alone are competent to prevent favoritism in the Army. Thus it is obvious how delicate is the position of the King in Spain's present state of conflict."

Of curious interest, this informant goes on to say, is the fact that for several months the military juntas have been inclining more and more to establish friendly relations with the groups of the Left, and that between them and certain political organizations having small sympathy with the Monarchy, there has sprung up a close attachment. Such important journals of the Right as the Madrid *A B C* and the *Debate* are conspicuous by their frequent bitter attacks on the Army juntas, while the organs of the Left, we are told, which should be naturally the supporters of the civil power, take no stand against the Army juntas and on the contrary side with them in demanding that the Foreign Legion be suppressed. This correspondent advises us further that:

"They seem to forget the notable services rendered by the Foreign Legion and to consider it only as a germ of discord in Spain's great military family. . . .

"It would be a mistake for people in other countries to think that certain disturbances in recent days are forerunners of a military *coup d'état*. As has happened before in Madrid, once again it will probably be found that these disturbances are a case of much ado about nothing. Nevertheless, they serve to prove into what a low state of morale the Spanish Army has sunk as the result of the unfortunate Moroccan campaign.

"It may be that through such manifestations some energetic man will come to life and for the good of his country and its security undertake a complete reorganization of the Army. This reorganization must inevitably begin by the destruction of the Army syndicates which are pompously named at first Juntas of Defense and were later transformed by the imprudent General Villalba into Committees of Information."





## JAPAN'S EXIT FROM SIBERIA

JAPAN'S EVACUATION OF SIBERIA, which began last June, is now completed, and various Japanese newspapers are glad of it, for as the Tokyo *Yorodzu* says, on this enterprise Japan has spent the colossal sum of \$300,000,000, and the number of officers and men lost are put at 2,400. In comparison, the Tsingtao campaign cost Japan \$50,000,000, and the



Chino-Japanese War \$115,000,000. Even in connection with the Russo-Japanese War, Japan did not spend more than \$700,000,000. The Siberian expedition was begun in July, 1918, in cooperation with America, for the purpose of rescuing Czech troops in that region, the *Yorodzu* reminds us, and it relates that it approved the act of the Japanese Government which was done in compliance with a proposal from America. But it takes strong exception to the policy that maintained Japanese troops in Siberia after the rescue of the Czechs had been accomplished, and explains:

"At the time the American troops were withdrawn from Siberia there was a loud cry in Japan for the withdrawal of the Japanese troops also. The Government ought to have listened to this popular cry and carried out the evacuation then. Unfortunately, the Japanese authorities acted otherwise. The expedition after that time was without any commendable object. It was an aimless expedition. Japan has made heavy sacrifices to no purpose. Worse still, this costly and needless undertaking resulted in provoking grave suspicion in British and American minds regarding Japan's intentions, and intensified the hostility of the nation against the militarists. No less serious is the fact that there is a marked deterioration of thought among the troops returning from Siberia. As if to complete the catalog of the militarist blunders, the notorious arms scandal occurred to considerably mar the reputation of the State as well as the Japanese Army. All this is the result of the blunder committed by the Japanese authorities in not withdrawing the troops at the right time."

The Tokyo *Jiji* agrees with the *Yorodzu* that Japan "made no mistake in sending troops into Siberia," tho it did blunder in continuing the expedition when the purpose of it had been achieved, and it informs us that—

"The first official announcement of the decision to evacuate was made in June, and since that time the withdrawal has been carried out by stages. During the interval conflicts between the White and Red forces have been frequent, and there has been a gradual decline in the White influence. The prospect of Vladivostok passing under the Red influence on the withdrawal of the Japanese troops caused some anxiety as to the safety of the Japanese residents, but fortunately guaranties for the protection of the lives and property of the Japanese remaining behind have been secured from the Red forces. This, coupled with the general belief that the situation will be settled by the Reds, has enabled the Japanese troops to withdraw in accordance with the prearranged program."

It was the general belief among the Japanese that the entry of the Reds into the city of Vladivostok would lead to disorder and lawlessness, remarks the Tokyo *Asahi*, but "events have completely falsified this expectation." The general behavior of the Reds "set the minds of the inhabitants completely at ease," and it goes on to say:

"Some Japanese people who hold Bolshevism in special dread are already urging the necessity of providing special organs on the Korean border for the prevention of Bolshevik propaganda across



the border. That, however, is an absurd scheme which can do Japan more harm than good. The best way to prevent the invasion of dangerous thoughts, it must be remembered, is to improve and perfect social conditions at home.

"In our opinion, it is of urgent importance that the Japanese authorities assist in a quick restoration of peace in Siberia so as to smooth the way for the improvement of the relations between the two nations which the blundering policies of the Japanese Government have needlessly estranged. We are not ready to

credit all the reports that concessions have been secured in Siberia by British and American business men, but we think it quite conceivable that the special attention of British and American business interests is being directed to the exploitation of the natural resources of Siberia. Nor can it be denied that the Russian authorities welcome foreign investments. It would be regrettable for the Japanese, who are placed in an advantageous position geographically, to be forestalled by other nationals in the matter of investments in Siberia. Simplicity and frankness are Russian characteristics, and therefore if Japan amends her conduct and approaches them in a spirit of sincerity there will not be grave difficulties in the way of the restoration of friendship. It is equally necessary for the Russians to display greater sincerity than hitherto."

To all appearances the people in Siberia are "living a peaceful life under the Bolshevik rule," says the Tokyo *Nichi Nichi*, but it adds:

"It is quite conceivable that the Reds are using special care in maintaining perfect peace and order to show to the world that they are quite capable of controlling the situation."

## EUROPEAN WAR RUMORS

THE END OF 1922 shows war clouds ominously revealed in various parts of Europe to some fearful observers, tho to others the fact that the people of the European countries have had to suffer so deeply and so long as the result of the World War is the safest basis on which to fix a prediction that they will not let war happen anew. The London *Daily Mail* publishes a memorandum, "by a person in close touch with the best informed German circles in Berlin and Munich," according to which the Germans are said to be actively planning a war of revenge, mainly against France, and for this purpose they are said to have concluded a "secret military agreement with Russia." This London daily maintains that the charges in the memorandum are very largely supported by corroborative information secured by it in Germany, London, and Paris. As summarized in the press *The Daily Mail's* memorandum makes specific statements on—

"Alleged arrangements to enable Germany to utilize Russia's resources, including internal reorganization, which will make Russia capable of supporting both herself and Germany, so that Germany may ignore any sea blockade.

"It says that German armament firms will establish factories in Russia, whose armies will be equipped thereby, and submarines and mine-layers will be built in Russia under German guidance and manned by Russian crews under German officers.

"Poland is to be crushed and annexed by Russia to give Russia and Germany a common frontier.

"It claims that its inquiries regarding the memorandum have elicited the fact that 500 German officers are in Moscow carrying out the conditions of the agreement; that many engineers from Krupps have begun the reorganization of Russian munition works, while German engineers are reconditioning the Russian railroads to the Polish front.

"Proof, says *The Daily Mail*, has been obtained by the Allies that the Germans are delivering airplanes to Russia, one firm dispatching commercial airplanes to Smolensk, where they are converted into military machines.

"Further statements deal with alleged constant and surreptitious military training of German youths."

Furthermore, it is pointed out in dispatches from London that Near East peace is hanging in the balance, and that "Russian

support of Turkey is the pivot of that balance." The armament limitation program of the Conference at Washington one year ago is described by an American correspondent in the British capital as "verging on the rocks not only of French but now of Japanese and American and British dissatisfaction and apparent misunderstanding." Meanwhile the possibility of famine in Germany this winter is taken by some as a sign that there will



Adachi Photo.

### JAPANESE RED CROSS NURSES.

Part of the force of military and civilians, said by some to have been "suddenly hurried out" of Siberia after an expedition that cost Japan in officers and men, 2,400, and in money the colossal sum of \$300,000,000.

not be much chance for the militarists to indulge in war games. To those who hold this view the danger is that Germany may succumb to the wiles of Russian sorcery and join with Russia with the objective of "a world revolution." A New York *Herald* correspondent at Moscow wrote at the end of November that "Eastern Europe regards the present situation as unstable and liable to end in war," and he added that—

"Russia seems to believe that the tinder will be set off through the failure of the Lausanne Conference, and the Poles, realizing that they stand in the way of a common Russo-German frontier and common action, are fearing the first onslaught.

"The fear is that this may be brought about through Poland's mixup with the Near Eastern situation through her alliance with Roumania."

In sharp contrast to the foregoing is a statement made to the same newspaper by Colonel William N. Haskell, Director of the American Relief Administration in Russia, who is quoted as saying on his return from Moscow that—

"It is my observation that despite the fact that the Russian Army is getting to look like a mighty smart Army the Russian people do not want another war ever. There is such a thing as a people being made desperate, however. If that point is true, by the time they have suffered another year or two of misery they would join any alliance promising any change. But when they can't even make needles to sew their own miserable clothes, can't make shoes, can't get their children to school, it seems idle to talk of Russia making airplanes, submarines and such war material as would equip an army, much less a German Army."

"If Russia is properly inspired I believe she will turn to the development of peaceful industry. Certainly at the present she neither can nor has the will to turn to warlike industry."

As to Germany, an American correspondent at Berlin quotes non-French military experts among the Allied representatives in that country as saying that it would take at least two months for her to turn her great industrial machine to the production of war materials, and this could not be done without attracting the attention of the world.

# SCIENCE - AND - INVENTION

## UP MONT BLANC BY CABLEWAY

SOMETHING NEW IN SCENIC RAILWAYS is the aerial cableway up Mont Blanc, or more strictly speaking, up one of its subsidiary peaks, or "needles." The lower part is actually in operation, and the plan involves a hotel at the Col du Midi, 11,647 feet up, with winter sports in August, and many other sensations. Passengers will be transported in a suspended cage. Frederick Harrison Burlingham, who describes the scheme in an article entitled "A Cable-Way Among the Clouds," contributed to *The Scientific American* (New York), tells us that the building of the line was interrupted by the war, but that it has been resumed and that the whole road, called by the French a "teleferique," will soon be ready. Tourists will be transported in 90 minutes, we are told, from summer heat to the arctic zone of Mont Blanc, swooping safely through the air while avalanches of snow and ice crash harmlessly by, hundreds of feet beneath the suspended cars. Writes Mr. Burlingham:

"During the early construction period, when I ascended this teleferique with some Swiss engineers, I was fairly staggered by the daring of the project. As a mountain-climber I know that the Aiguille du Midi has a bad reputation for avalanches and falling stones, which in some couloirs come down every few minutes. The preliminary work has proven extremely hazardous and already a number of workmen have been killed.

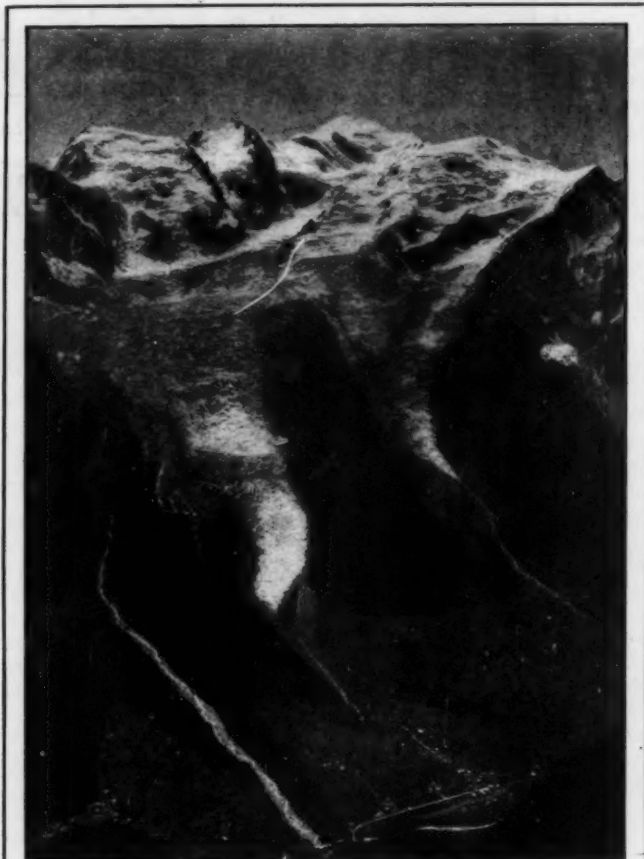
"It is true," said the director, "that the work is dangerous, but as soon as we get our cables anchored on certain peaks much of the difficulty is overcome; for then there will be no more climbing. Once the cables are in position there will be no work on the treacherous glaciers beneath, and the avalanches will descend harmlessly below us."

"The lower part of the teleferique has been operating for some time. From the lower terminal station at Les Bossons to the electric power-station at Pierre Pointue, 5,478 feet high, one ascends over 6,500 feet of cables suspended on twenty-seven pylons separated by distances varying from 82 to 475 feet. To reach the power-station above, passengers ride in suspended cars with a seating capacity of twenty persons.

"From the power station at Pierre Pointue to the third station

at the base of the Aiguille du Midi there is a second series of twenty-four pylons and the cable between these two stations is 4,592 feet in length.

"The view from this height is superb. Mont Blanc appears more magnificent from Chamonix, but from here the immensity of the ice-fields and tottering ice-crystals creates a tremendous impression."



Copyrighted, Burlingham Adventure Pictures.

MONT BLANC, THE "FOOL-KILLER."

"Tourists will be transported in 90 minutes from summer heat to the arctic zone of Mont Blanc, swooping safely through the air while avalanches of snow and ice crash harmlessly by, hundreds of feet beneath the suspended cars."

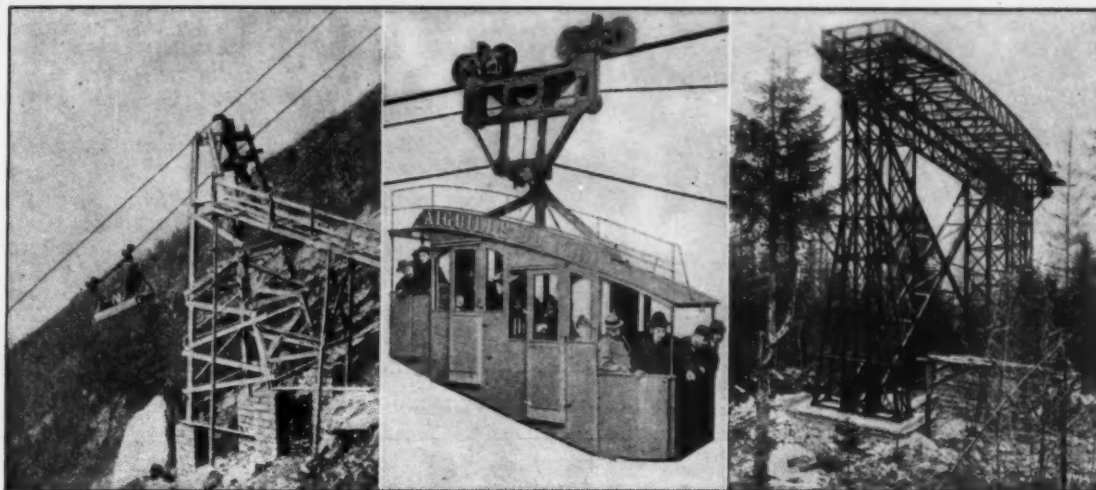
This station is a rest station. The ascent is so rapid and the change in the density of the air so great, we are told, that tourists must stop to get acclimated. Starting upward again, the system changes and the ride becomes sensational. The cars are smaller, more like a basket, and accommodate only sixteen persons. The car runs out on a single span of unsupported cable 2,130 feet long, swaying 500 feet above the Glacier Rond. The feat, in this case, has been to anchor the long cable, for at the lower end the engineers have been hampered with loose moraines, and have had to descend into the earth to get a solid grip. To quote again:

"The fourth station, altitude 9,381 feet, is situated on a pinnacle of granite almost opposite the Grands Mulets, and passengers reaching here will begin to comprehend what real alpinism is, for such points are still attained by actual climbing. This station, however, is little more than a relay, for the objective is the Col du Midi, 11,647 feet above the sea. To swing

from the fourth station to the summit of the col is impossible in one swoop, so half-way, on a projecting pinnacle, the engineers are going to place a tension pylon to relieve the strain. To this tension pylon, however, is an unbroken swoop of one-half mile—2,788 feet to be exact—and from the tension pylon to the summit another shoot of 1,837 feet. The inclination of the teleferique varies from 15 to 48 degrees.

"At the top a hotel is to be erected, to accommodate about thirty persons, for those who may wish to spend the night aloft. To the south near by is the Vallée Blanche, a vast snowfield which feeds the great Glacier du Géant, which in turn, miles further on, forms the world-famous Mer-de-Glace. According to the promoters it is thought winter sports in August may prove popular here. Tourists from the hotel at the Col du Midi easily could climb the remaining 1,000 feet of the Aiguille du Midi with the assistance of good guides. Experienced alpinists could use this station as a base for climbing the Dent du





DETAILS OF THE CABLEWAY UP MONT BLANC.

At the left is the unloading station near Pierre Pointue. Center: Suspended passenger car, capacity, twenty people. Right: The great pylon that relieves the tension on the 2,000-meter length of cable between the first and second stations.

Géant, one of the most famous rock climbs in the entire Alps. By crossing the Vallée Blanche to the south strenuous tourists with guides could easily reach the Rifugio Torino on the Italian side of Mont Blanc range. Contrary to press reports, this aerial line will not assist in the climbing of Mont Blanc proper.

"Ingenuity has not been spared to make this freak railroad absolutely safe. During the first part of the voyage the cars will run on double cables  $2\frac{1}{2}$  inches in diameter, so that in case one breaks the other will stand the strain. Should the traction cable break, the cars will stop automatically by gripping a second cable used for braking purposes. In this case, by simply turning a switch at the power-house, the brake cable can be run over the revolving drums, thus acting as the traction cable. Engineers claim this new system will prove cheaper than all others, for there will be no maintenance-of-way except the daily inspection of the pylons and the cables.

"On the higher reaches there will be new thrills. As one swoops toward the dizzy crags the earth below will seem to fall away. At an intense moment some tourist in the flying car may be attacked by vertigo, but his complaints suddenly may be drowned by the booming, thunderous roar of an avalanche passing directly underneath!

"This, then, is something new in scenic railways! The traveler who is in search of new sensations may get his fill of them here."

### WHY IS AN AUTUMN LEAF?

THE COLOR OF AUTUMN FOLIAGE is attributed by Charles H. Butcher, writing in *Conquest* (London) to the decomposition of the green coloring matter that gives them their spring and summer verdure. Some of Mr. Butcher's examples are peculiar to England, but his explanation holds good all over the world, wherever there are deciduous trees, or those that shed their leaves at the approach of winter. Says Mr. Butcher:

"During the autumn the trees are very busy with preparations for their winter rest, and from the leaves, which during the summer months were building up the plant tissues, every particle of value is being withdrawn and stored in the permanence of trunks and branches. The green coloring matter—chlorophyll—that made the leaves so vivid in the spring and so refreshing in the summer, begins to break up into substances of chameleon properties. When the sap has an acidic character these substances are red, and when it has an alkaline reaction they are blue, or immediately violet. Some yellow granules, hitherto overshadowed by the green, come to light, and the rich tints of the autumn leaves—reds and orange, yellows and purple—are produced.

"Never in their brightest season and never in their full luxuriance of maturity are the trees so brilliant and so finely colored as

in autumn, when they exchange their verdant summer tints for the richest crimson and orange and purple. Some are anything and everything—golden yellow, glorious crimson, rich brown, rusty red, glowing scarlet, deep purple—all blotched and blended together into a thing of beauty, which one wishes would remain a joy for ever.

"The coloring matter, chlorophyll, is a remarkable substance, and its presence gives the distinctive green color to the plant. Under the exciting influence of sunlight it absorbs carbon dioxide from the air, and then, together with water vapor absorbed from the soil, forms the constituents from which Nature builds up the solid portion of the plant. The substance may be extracted by macerating green leaves with spirits of wine, when that present in the ruptured cells dissolves, yielding a green solution, and leaving the plant tissues yellowish white. It appears to consist of two compounds, one of them yellow and the other blue, and it is generally supposed that the autumn change from green to yellow and yellowish brown is largely due to the gradual disappearance of the blue compound.

"Every tree and shrub has its own characteristic autumn coloring, which is often so distinctive as to render identification perfectly easy for some distance. The hedgerow containing maple, elder, and buckthorn will in summer appear very possibly all equally green. But when the influence of autumn makes itself felt, the various shrubs stand out with vivid distinctness. The maple changes to a deep tawny yellow, the elder remains green almost until its foliage falls, while the buckthorn turns to a mass of rich purple brown.

"The wayfaring tree becomes a deep chocolate color and makes a strong contrast with the evergreen ivy and the crimson and bronze-purple creepers. The horse-chestnut foliage passes from green through yellow to ruddy brown, and all three colors may often be found on one leaf, more or less blended and mottled. The nut varies from dull yellow to reddish brown, the elm becomes a golden yellow, and the ash turns a dull yellowish green; the barberry becomes scarlet, while the dogwood is crimson, and the oak is golden yellow.

"The horse-chestnut, one of the earliest is usually the one in which the change in color of foliage is first perceptible. Then come the limes, the elms, the beeches and the oaks, the fading leaves of each trying to rival the others in their color. The year grows complete—a sheen of purple spreads over the lower slopes of the hills, the bracken turns golden and the woods become amber, carrying with their splendor a wonderful charm. In the sunshine the beech presents a glowing mass and a wealth of color that little else in this direction can surpass, and it is—

"these fading leaves,  
That with their rich variety of hues  
Make yonder forest in the slanting sun  
So beautiful." (SOUTHEY.)"



Courtesy of "The Forecast," New York.

"IN SOME REGIONS LARGE FLOCKS OF TURKEYS MAY BE SEEN BEING DRIVEN TO MARKET LIKE CATTLE."

## HOLIDAY FOOD

**T**HE HOLIDAYS OF THE YEAR, patriotic or religious, feasts or fasts, are closely reflected in the markets, for every one has its traditional food. Whether one has realized this or not, he will certainly do so after reading an article contributed to *The Forecast* (New York), by Caroline B. Sherman, assistant in market-information of the U. S. Department of Agriculture. The favorite holiday dishes, Miss Sherman assures us, were not elected haphazard. Each is a food popular in its short season or too costly for every-day use, which usually is offered in its greatest abundance at the time of the holiday. The greatest feast days—Thanksgiving, Christmas and New Year—occur at the time of year when nature quickens the appetite to its keenest and when the choicest native foods are mature and ready for the table. She continues:

"So great is the call for turkeys during the Thanksgiving and Christmas holidays that all those who raise turkeys on a large scale plan to have them fattened and ready for market at exactly the right time to supply the special demand on those dates. In some regions, especially in the Southwest, where the abundant mistletoe is considered a pest, large flocks of turkeys may be seen along the roads early in November, being driven to market like herds of cattle to slaughter. Texas and Missouri are the great turkey States, with Kansas and other Western States following closely after.

"The cranberry industry was cramped and curtailed for many years solely by the fact that people generally associated this ruddy fruit only with the Thanksgiving and Christmas holidays. Organization among the growers, good business methods, energetic salesmanship and attractive advertising were required to break down this barrier of tradition and custom, and to extend the cranberry consuming period throughout the cold weather.

"Celery was once a fall and winter luxury associated with turkey and cranberry sauce. Within the memory of many people still living it has come to be used throughout the entire year and the production of the early crop is now a big business, but, as in the case of cranberries, the holiday demand is the heavy one. Celery is an expensive crop to grow and its price can not readily drop for the off season.

"As the demand for turkey increases the demand for meat shows a corresponding decrease, with the exception of special lines known to the trade as 'Christmas beef.' Many dealers, especially in the South, make a specialty of small roasting pigs to be served whole with an ear of corn or apple in their mouths.

"The holiday season also brings an active call for geese, ducks and some kinds of game, especially in those communities where the English population is considerable. The original Thanksgiving feast was a game dinner, with plenty of wild turkey and venison, but now those who would feast on game are having more and more trouble in finding a supply in the market. The half-grown guinea-fowl is the most important substitute and has become the basis of many a near-game dinner in the holiday

season. In parts of the South, 'possums are wanted for Thanksgiving and Christmas as a supplementary chief dish, and they, too, are served whole, and are often stuffed with persimmons to further the suggestion of local flavor.

"A discussion of the relationships between quantity production, low prices and Easter demand for eggs would probably be much like the old argument about the priority of the hen or the egg. Each element of the situation reacts on the other. Doubtless the demand for eggs at Easter is stimulated by the increased production as spring advances, and the consequent low prices, but tradition plays an important part.

"The demand for day-old chicks is so great at Easter that many incubators all over the country are set with pre-Easter hatching particularly in mind. The use of these baby chickens for advertising, display and gift purposes, however, is a custom adverse to the interests of the food supply."

Holidays of a religious nature also have influence on food habits and market demands. Fridays the year round, and the Lenten season in the spring, are periods of great activity in the fish trade. With cheese and eggs in demand at these times, the meat trade suffers in proportion. At the close of Lent, the call for meat usually increases steadily until the arrival of hot weather. On Good Fridays hot-cross buns are everywhere in evidence, and in many sections spinach is especially wanted to serve with eggs on that day. Miss Sherman goes on:

"The Jewish holidays, occurring at intervals between February and October, exert such a salient influence on the trade in fresh beef, veal and mutton, that meat dealers in large Eastern cities watch the Jewish calendar closely and avoid laying in large stocks on those days. On the other hand, poultry is in great demand in the large cities on Jewish holidays and large supplies are placed in stock beforehand by the dealers.

"Small grocery stores in many places in New England make weekly preparation for the Saturday night pot o' baked beans inevitably wanted in every household. The Sunday morning cod-fish, on the other hand, is now usually bought in quantity at irregular intervals by the housekeepers so that it does not have a definitely periodic demand.

"The summer holidays affect the luxuries rather than the staples. Peanuts in the shell and popcorn are in brisk demand just before the Fourth of July for use at resorts, parks and circuses, and to a certain extent are wanted particularly on Labor Day, and during the subsequent short season of County and State fairs. Popcorn is especially wanted at Christmas, too, for tree decoration.

"It has been said that no fruit is so typically American as the watermelon. In fact, it is closely linked with the Fourth of July. If late, cold weather in the spring delays the crop of a southern region beyond this holiday it is rated a distinct handicap to the success of the season.

"Thus we see that whether the holiday partakes of the nature of festivity or of fasting, of patriotism or of prayer, it is reflected for better or for worse in the busiest markets of the country."

## MORE DAYLIGHT FOR LESS MONEY

**F**ACTORIES THAT ARE nearly all windows are familiar sights, by this time, in industrial regions. But the factory of the future will be all window, following the example of one now building in Pennsylvania, as we learn from *The Building Age* (New York). In this building the outer walls are entirely of glass, except for strips marking the floor-lines of the various stories, and are carried on cantilevers projecting from an inner line of columns. William R. Fogg, the author of the descriptive article in the paper just named, informs us that instead of increasing the expense of the building, this form of construction actually results in economy. Here, therefore, "the cost of daylight" is a minus quantity. The owners have actually made money by giving their employees more light to work by. To quote Mr. Fogg:

"One of the prime requisites for the production of first-quality work under economical conditions is that the rooms in which work is performed shall be provided with ample daylight. The older forms of factory construction consisted of more blank wall space than windows, while the modern tendency has been to make the windows as large as possible.

"The majority of recently built factories consists of a series of large steel sash windows with columns between, which for architectural effect have been treated as pilasters, and many an artistic factory building has been the result. In these the pilasters and intermediate rails below the windows are frequently of ornamental brick work, concrete with tile inserts, terra-cotta, etc.

"The latest step in securing the maximum amount of daylight in the interior of a factory itself is by practically eliminating the pilasters and having what amounts to all-glass walls. This result is insured by the new features in industrial building construction which have been evolved by the Ballinger Company, architects and engineers of Philadelphia, and embodied in the construction of a new worsted mill now being erected at Bridgeport, Pa., for James Lees and Sons Company.

"This new building will be five stories and basement in height. The total length from the front and rear is 250 feet with a depth of 121 feet; this is exclusive of the stair towers.

"This interesting industrial building is of reinforced concrete, flat slab construction. The unique feature consists of the entire omission of exterior wall columns, permitting, if desired, an unbroken line of light around the entire building, except at spaces where the wall surface is necessarily broken by stairways or other features.

"This arrangement results in permitting an unusual amount of light to flood the interior of the building, adapting it admirably to the purposes of manufacturing. In this particular case a building 120 feet wide has been erected without requiring an excessive story height to obtain the proper daylight illumination that has been found so necessary to a proper working by the operators at the looms.

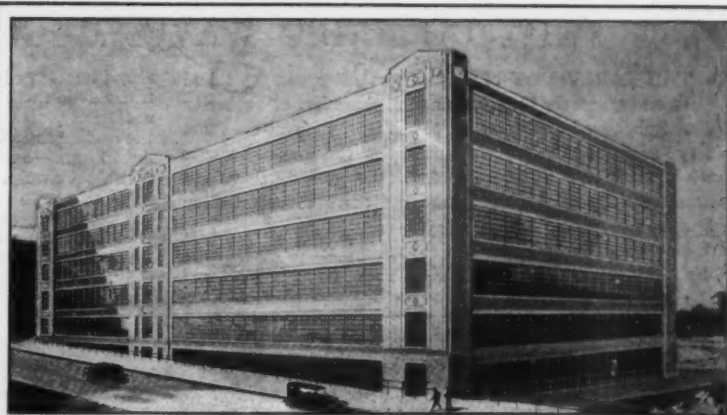
"This unbroken extent of window space has been made possible by making use of the well-known principle of the cantilever. The first row of interior columns is placed five feet back from the outer wall and the concrete floor slabs extend as a cantilever beyond the columns to the wall line. The structural walls under the windows are built directly upon the projecting cantilever floor slabs; they have to bear the weight of the steel windows and in addition a certain floor load.

"This ingenious method of construction gives not only a maximum amount of daylight but by the elimination of wall columns or pilasters, the concrete work itself is simplified so that economy in the construction work is obtained by making use of this cantilever principle. A rather considerable saving in the cost of erecting such a building results by this method.

"Another advantage resulting from the omission of the exterior wall columns and their corresponding projections on the inside of the building is that the installation of work benches,

machinery and other equipment as well as placing the radiators for the heating system is greatly facilitated, as all the various jogs are eliminated.

"It is certainly a new departure in industrial construction. This building is now rapidly nearing completion. The stair-



Courtesy of "The Building Age," New York.

## ALL WINDOWS: THE GLASS-FRONT FACTORY.

"One of the prime requisites for the production of first-quality work under economical conditions is that the rooms in which work is performed shall be provided with ample daylight. This arrangement results in permitting an unusual amount of light to flood the interior of the building, adapting it admirably to the purposes of manufacturing." This improved construction, we are assured, costs less, instead of more.

ways are placed on the exterior of the building proper. Three separate stairways are provided so that there is ample safeguard for rapid escape in emergency."

**AIRPLANE SURVEY OF THE MISSISSIPPI DELTA**—The great delta of the Mississippi has just been surveyed for the first time with accuracy, according to the U. S. Coast and Geodetic Survey, as quoted by Science Service's *Daily Science News Bulletin* (Washington). From the air, by using cameras, that great fan-shaped marshy region stretching six hundred miles into the Gulf of Mexico has been charted, and important shifts of land and water have been discovered. We read:

"Formerly it was necessary to survey it from boats, using tall signals and special ladders and tripods, on account of the prevalence of marshes and tall vegetation. Much of it is inaccessible on foot. For these reasons the topography of this area has always been largely a matter of guesswork on the part of surveyors and engineers. A seaplane, camera and men were furnished for the survey by the Navy, and pictures were taken of the delta from a height of 8,000 feet. Over a thousand photographs were subsequently formed into a mosaic or composite picture. Many totally unknown lakes and ponds were discovered by the aviators. Old stream-beds and changes due to overflowing banks could be traced. New subdeltas were found that had formed since the last survey. Some places existing on the last chart have either ceased to exist or have altered completely in form. The most important of these changes is in the vicinity of the South Pass, the main entrance to the river.

"Former surveys showed the west bank of this Pass as a marshy area extending out into the gulf for a distance of over four miles. Now, according to this recent photographic mapping, it is merely a narrow strip, so narrow that it is giving the engineers considerable concern as a new crevasse may break through at any time, completely altering the mouth of the river. Owing to the many forces constantly at work on the delta, changing the contour of the coastline, producing entirely new areas and completely wiping out others, it has been necessary to survey it frequently. With aerial photography this can be accomplished in much less time and with more accuracy than by the old methods. As it is a region of practically no difference in height such as would cause errors in scale, it is admirably suited to this method of surveying."



# RADIO • DEPARTMENT

## WHY DO RADIO WAVES HUG THE EARTH?

**I**N THE EARLY DAY of radio, even after messages had been sent across the English Channel, physicists of authority mostly believed that the field of utility of the new art must be very limited because it was assumed that the Hertzian waves travel in straight lines and therefore must quickly leave the earth on a tangential path, making distant communication impossible.

To-day long-distance radio is a commonplace, but physicists are by no means agreed as to how the radio waves get beyond the horizon line and over the bulging earth and still are manifest at the earth's surface. To cite the extreme case, radio signals have been heard at the Antipodes—half-way round the world. The waves that carried these signals either passed directly through the globe itself or else hugged the surface of a hemisphere equivalent to a mountain four thousand miles high. No one speaking with authority appears to champion the idea of direct transit of the waves through the earth's substance in a right line between sending and receiving stations. Yet radio waves are believed to start out from the transmitting antenna in straight lines, radiating in all directions as light radiates from an incandescent point. How does it happen that some of the waves are bent presently, so that they follow the curvature of the earth?

There are two rival theories. The one that is most commonly cited is known as the "Heaviside-Layer Theory." It assumes that there is an upper layer of the atmosphere that is ionized, perhaps by electrons from the sun, and from which the radio waves are reflected, as light is reflected from a mirror. According to this theory, radio waves do travel in straight lines, and attempt to escape tangentially from the earth, but are perpetually reflected back and thus made effectively to travel in a circuitous course, just as light might be—and in laboratory experiments sometimes is—made to travel circuitously by a series of reflectors.

The alternative theory, called the "Gliding-Wave Theory," takes a totally different view. A prominent advocate of this theory is Dr. Elihu Thomson, who gives in *Popular Radio* (new York) a brief but emphatic statement of the explanation of the anomalous action of radio waves that appears to him most valid. Every thoughtful radio user should be interested in the explanation. Says Dr. Thomson:

"When Marconi brought out his system of wireless telegraphy about 1896, it was at first thought by most scientists or physicists of the time that it was a plain case of the sending out of waves of the Hertzian type, which Dr. Heinrich Hertz had so

ably investigated ten years before. If such were the case, the transmission was necessarily in straight lines from the oscillator; necessarily, also, such waves could not follow the curvature of the earth's surface, but they must leave the earth as if they were light beams—another case of electromagnetic waves moving in a straight course.

"There were some of us, however, who, taking into account the grounding at the base of the antenna, recognized the fact that the Marconi transmission was not made by real Hertzian waves, but on account of the grounding, by half-Hertzian waves only, and that the Marconi oscillator or antenna system was a

half-oscillator only. From this it followed that the waves were in reality attached to and guided by the earth's surface, and particularly by the sea surface, more conductive than the land.

"It followed that there would be electric currents in the sea and earth-surface accompanying these half-Hertzian waves, and magnetic fields overlying the currents in the space above the earth's surface.

"When it was announced by Marconi a few years later that he had received signals across the Atlantic Ocean by flying a kite, the cord of which constituted an antenna with the usual ground, many regarded him as something of a faker. At least, they believed that he was mistaken in his observations. Among these doubters were not a few of the leading scientific men and engineers of the day. It followed that if the waves were of true Hertzian type and were propagated in straight lines, they could not by any possibility curve around and over a mountain of water nearly two hundred miles high, as they would have had to do if they crossed the Atlantic close enough to the earth's surface to be detected.

"As it was soon demonstrated that Marconi was right and that the signals *did* come around the curve of the earth's surface, those scientists who failed to recognize (and some of them even yet seem so to fail) that there was a fundamental difference between the waves in their propagation and in their generation as regards true Hertzian waves, had been mistaken—and not Marconi.

"Then a singular thing happened.

"When confronted with the facts, this assumption pure and simple was made, which unfortunately lives and has character even to-day: that there was an electric mirror of ionized gas, or conducting gas, say fifty or sixty miles up in our atmosphere, the under surface of which was so definite as to reflect the waves without diffusing or mixing them up, and so send them around the earth by successive reflections from above.

"I think that any one who reflects for a moment on the requirements in such a case must predict that such an assumption is not only unnecessary, but that it strains the imagination too far, and plainly will not work. In order to work, it would have to be something like a metal surface, confined to a certain smooth regularity and of such a nature that the wave fronts could not penetrate it to any considerable depth without being turned back. It must be without swellings or wavy contour, and it must reflect the waves in such a way as not to interfere with



Illustrations with this article by courtesy of "Popular Radio."

### NO "CONDUCTING LAYER" HOLDS THE WAVES TO EARTH

Thinks Dr. Elihu Thomson, who holds the Rumford, Fritz and Edison science medals, and heads the General Electric Company's Thomson laboratories; he prefers the "gliding-wave" theory.

those that are more directly transmitted, and so keep the waves in phase. It would have to be, as it were, Nature's gigantic whispering gallery for electric waves.

"According to what has for many years been known as the 'gliding wave' theory, there never was and never could have been any doubt of the waves used by Marconi (the half-Hertzian) following the rotundity of the earth's surface.

"Experience shows that transmission over the sea is far better than over the land. Direction-finding discloses that the direction of transmission favors the sea.

"Experience shows that when the land surface between two stations has been wetted by rains, great improvement in the transmission follows, to be again lost when the land surface is once more dried by evaporation. A good ground for the transmitting system or an ample condenser counterpoise is shown to favor greatly the launching of the waves. That the waves above the earth's surface tend to follow closely that surface, or may even be said to cling thereto, accords with the results obtained from aerial antennæ, ground antennæ and loops or coils used as antennæ.

"There never has been any occasion for the existence of the assumption of an upper conducting layer of such a nature as to reflect the waves without confusing them or diffusing them, and it is regrettable that such an assumption, having once received the sanction of great names, thereby continues to have a support and recognition which should never have been given and was never needed."

## RADIO HARDSHIPS IN AUSTRALIA

THE RADIO FAN in Australia is faced with regulations which, when compared with those of America, are almost prohibitive, according to the San Francisco journal, *Radio*, notwithstanding which, we are assured, there are several radio clubs, and a small number of transmitting sets, both radiophone and telegraph, in operation. Mr. L. S. Lane thus describes the Australian situation:



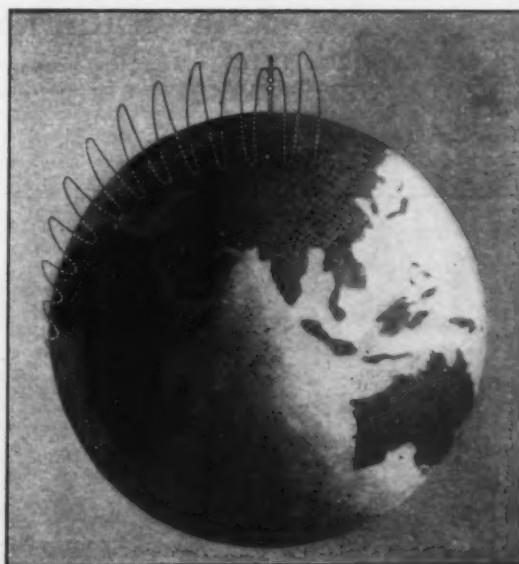
DOES A "CONDUCTING LAYER" REFLECT THE WAVES?

Such a heavy upper atmosphere layer, so Sir Oliver Lodge and others believe, keeps the radio waves from shooting off into space, by continually reflecting them and bending them back to the earth's surface.

"To erect a receiving set, crystal only, it is necessary to obtain a license. This costs the equivalent of \$5. If a valve-receiving set is desired, the same fee applies, but in addition it is necessary for the amateur to pass a receiving test of twelve words per minute. Transmitting permits are rarely issued to individuals, only about twelve transmitting licenses having been issued to individual amateurs in the whole of Australia. On the other

hand, radio clubs have little difficulty in obtaining these much sought after documents, nearly every club having one.

"Radio broadcasting is just becoming popular in Australia, tho at present there are only two stations giving regular programs, and in each case only once a week. As regards broadcasting waves, conditions are superior to those ruling in the United States; the waves in use at present are 1,100 and 1,400



THIS IS HOW THE "GLIDING WAVE" TRAVELS.

It is acting both in the air and in land and water, and by its very nature keeps the radio currents near the earth's surface. So Dr. Elihu Thomson is convinced.

meters. The radio clubs are, however, usually confined to the 200-meter wave. The power of amateur transmitters is limited to 250 watts.

"There are several healthy indications that conditions are being improved, and irksome regulations relaxed. Recently the annual license fee was reduced from ten to five dollars. A semi-official promise has been made by the prime minister that he will follow the lead of Great Britain, and make the obtaining of a license much easier. At present it takes about three months to obtain a license.

"The newspapers and commercial firms are awakening to the possibilities of radio, and some are only awaiting official sanction before commencing the erection of broadcasting stations. A weekly magazine solely devoted to radio has made its debut and received a hearty welcome from the enthusiasts.

"A Sydney amateur has succeeded in telephoning to New Zealand, a distance of about 1,100 miles, using nine watts. This was received on a regenerative receiver using only one valve.

"As regards developments in commercial radio, arrangements have been made by the Amalgamated Wireless, Ltd., for a vacuum tube station intended for direct communication between Australia and England. This distance of 12,000 miles will represent the longest commercial radio service in the world."

**AMATEUR RADIO IN GERMANY**—According to *The Wireless Age* (New York), "In Germany radio transmitters and receivers both are required to be licensed by the government, and receiving sets are assessed a monthly fee ranging from 1,000 marks to 7,500. Hence amateur radio in Germany is practically non-existent." We are told, further, that—

"The German Post-office Department keeps close control of the radio situation, both as to telephone and telegraph, and has made it so difficult and expensive for private individuals to enjoy the advantages of wireless that only the wealthy can afford to do so."

# LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

## WHEN GREEKS RULED IN INDIA

**B**URIED FOR 2,000 YEARS, a Greek temple again sees the light of day at Taxila, about twenty miles northwest of Rawalpindi in India, and various other astonishing "finds" have of late rewarded the archeologists' labors. One is a vase with the head of Alexander the Great embossed upon

the topmost of the three cities on the Bhir Mound. This is the one which is described by Alexander's historians, and the one which—after two thousand years—is again being brought to the light of day. Curiously enough, among the objects found in its ruins was a broken vase of Greek design with the head of Alexander himself embossed upon its surface; not that it is

suggested that this was a relic left behind by one of his soldiers, but it is, at any rate, a significant souvenir of the effect produced by his conquests."

Pottery, terra-cotta figurines, coins, polished gems, jewelry, and other relics of a vanished age were recovered from the debris of the houses, Sir John reports. Reading on—

"The next city, now known as Sirkap, was built by the Bactrian Greeks a little to the northeast of old Taxila, and on the other side of the Tamra stream. A century later it was destroyed and rebuilt by their successors, the Scythians, and again rebuilt by the Parthians. Little has yet been done to explore the Scythic and Greek strata; but a large area of the Parthian city has been exposed to view, and the visitor can now climb over



ALEXANDER'S SOLDIERS CALLED THIS CITY TAXILA.

This view shows the ruins of the uppermost of three ancient cities on this site. These walls of the fourth century B. C., once sheltered Alexander's Army, and are now being brought to light—along with countless relics of the Greek occupation of India—by British archeologists.

its surface. For Taxila "was a meeting-place of many nations, of strange tongues, and of diverse creeds." As Sir John Marshall, Director-General of Archeology in India, tells the readers of *The Illustrated London News*:

"The very name of 'Taxila' is suggestive, for it is the Græcized form of the Indian 'Takshasila,' coined first by the soldiers of Alexander the Great, and it seems to conjure up visions of that clash of East and West which recurred time after time in the plains of the Panjab; of the conquering might of Darius, who annexed Taxila to his Persian Empire; of the Macedonian King refreshing his troops in this city ere he set out against the redoubtable Porus; and of Seleucus Nikator thrust back and defeated by the Mauryan Chandragupta. A generation later the pendulum swings back from East to West. Demetrius, the son-in-law of Antiochus the Great, appears on the scene from Bactria; and, after him, a line of Greek Princes who ruled Taxila for more than a century. Then come more invaders from the West—Scythians and Parthians—who counted among their rulers the powerful Azes and Gondophares, familiar from the legends of St. Thomas the Apostle. And following them (in the middle of the first century A.D.) the still stranger Kushans, who hailed originally from the distant borders of China, and under the great Emperor Kanishka were destined to conquer most of Hindustan. Then, last of all, the White Huns, who rivaled the hordes of Attila himself for cruelty and destruction, and were responsible for the final overthrow of Taxila.

"The original city is still buried deep beneath the Bhir Mound, and to what dim and remote past it is to be ascribed the spade has yet to determine. All that we know at present is that it, and a second city also built upon its remains, had vanished from sight long ere the armies of Alexander appeared in India, for the city which was standing in the fourth century B.C. is

walls and bastions, walk through its ancient streets, and study the plans and construction of its buildings. One of these, more than three hundred feet in width and depth and more solidly built than the rest, was probably the palace of the Parthian ruler, and is of special interest for the resemblance it bears to the palace of the Assyrian Sargon at Khorsabad. Of the smaller houses, some belonged, as their contents show, to Jaina occupants; others to Buddhists; others, no doubt, to fire-worshippers or to Hindus. Tho built mainly of rubble, they are stronger and more regularly aligned than the houses in the older city, and are characterized by other striking differences also. One of these is the absence of doorways giving access to the interior on the lowest floor, the reason for this anomaly being that the chambers now visible served as cellars or *takhhanas* entered by stairways from above. This peculiarity is alluded to in Philostratus, who remarks that the houses of this city, when viewed from the outside, appear to possess one story only, but on entering them you find another series of chambers beneath. Another curious feature of these Parthian houses is the extent of the accommodation provided in them—far greater than any single family could have required. Possibly they served as tenements for several families; but it is more likely that this particular quarter of the city was the university quarter (for Taxila was the greatest university town in ancient India), and that these were the houses of the professors and their pupils, who would certainly need more accommodation than could be found in any ordinary dwelling."

Countless small antiquities found in the city of Sirkap "illustrate how remarkably hybrid in character, and almost more Greek than Indian, were the arts and culture of Taxila under its Scythic and Parthian rulers," says Sir John, continuing,



"Apart from these excavations within the cities, much has been done also to explore the isolated sites outside the walls. One of these, a lofty mound in a commanding position outside the north gate of Sirkap, has proved to contain a fine Ionic temple built probably for fire-worship. In plan it resembles a Greek peripteral temple, but the usual peristyle is replaced at the sides and back of this temple by a wall pierced with large windows, and, instead of a chamber between the sanctuary and the *opisthodomos*, there is in this temple a solid tower rising like an Assyrian *Ziggurat*, in the middle of the temple. The columns of the front porch are of Ionic design, tho not fluted, and they are constructed in all respects like those in Greece or Western Asia. It is not unlikely that this is the temple described by Philostratus where Apollonius and his companion Damis awaited the permission of the Parthian King to enter the city, and where they saw hanging on the walls of the shrine the brazen tablets portraying the battles of Porus and Alexander.

"The other monuments unearthed are chiefly Buddhist, and comprise the finest and most richly decorated examples of monasteries and stupas yet discovered in the Panjab. Most imposing among them is the great Stupa of the Royal Law, originally erected in the first century B.C., but greatly added to and embellished in the course of the five centuries following. Thanks to this, it affords exceptional opportunities for the study of early building construction, and has made it possible to determine the dates of many monuments hitherto unknown. Here, amid the many shrines and chapels grouped round the central edifice, were found a multitude of images, carvings, votive offerings, and other objects, besides several body relics enshrined in stupas, to which the greatest sanctity attaches in the eyes of the Buddhists. Still better preserved and still richer in treasures, tho smaller in themselves, are the monuments at Mohra-Moradu and Jaulian; for not only were they in more sheltered positions, but many of them had only just been erected and others but newly repaired and redecorated, when they were overtaken (in the fifth century A.D.) by the catastrophe which resulted in their burial. Specially remarkable on these sites are the innumerable sculptures in relief which still adorn the walls, and among which are many admirable examples of the Greco-Buddhist School during the period of its decline, when it was merging into the Gupta style of Hindustan. The majority of these reliefs are of stucco, but there are a few also (and these are unique in India) of clay, for, tho clay was commonly used for such reliefs in the old days, it is a very perishable material, and it is only to the fact that these monasteries were burnt out by the White Huns that we owe the fortunate preservation of these reliefs, which were converted by the heat of the flames into terra-cotta. In the clay group the figure of the bearded donor—a foreigner with Persian cap, jeweled belt, and laced leggings—is strikingly well modeled; but it is amusing to observe the relatively small scale on which his wife—standing beside him—is portrayed. In those days the spirit of the suffragette had not yet asserted itself!"

**WILL ROGERS AS OUR ARISTOPHANES**—Not unworthily, observes the *New York Times*, is Will Rogers carrying on the tradition of Aristophanes on our comic stage. The Athenian citizen, we are reminded, liked some comment on the politics of his day in his comedy but, "to judge from our native drama, one would suppose that audiences at our lighter plays are composed entirely of unnaturalized aliens whose interests are limited to the bar and the bedroom." Will Rogers, however, is not afraid of talking politics. In the opinion of *The Times*, "he comes nearer being the successor to Mr. Dooley as a commentator on politics and the news than any of the fourteen or fifteen thousand aspiring humorists who have tried to put on the great man's clothes." Here are some of his observations on the election, as taken by *The Times* from a *New York Evening Post* interview:

"Harding, Hughes, Denby, Mellon, in fact, practically every Republican on salary, gave the Government's time and somebody else's thoughts to keep Frelinghuysen's yacht in the gov-

ernment service. What happened? Why, Edwards had one quart bottle and waved it at the voters, and it carried more authority than all the eloquence of the Cabinet.

"The man with the bottle is the man of to-day, and there's only one way to beat him. That's to have two bottles. And Frelinghuysen had 'em, but he was feeding them to the Cabinet instead of to the voters.

"Jim Reed beat ex-President Wilson and President Harding—the first man ever to defeat two Presidents single-handed.

"Calder passed out and every pall-bearer wore gloves.

"I'll bet the man that beat Steinmetz don't know a short circuit from a long shot."

## HOW, WHY, AND WHERE TO PICK A COLLEGE

**A** "PERFECT ECZEMA" of colleges has broken out all over this country during the past two years, we are told, and, far from being confronted with a dearth of boys to fill them, there are too many, a majority of whom, instead of merely going to college, are sent. Accordingly, it has occurred to George S. Chappell to analyze—humorously, but with an underlying seriousness—the motives that actuate the choice of a college for the American boy. In the *New York Tribune* Mr. Chappell tells us that "the downy-cheeked freshman who matriculates every fall" may be divided into three categories:

"These three classifications of incoming students, the come-ons, prospects or now business of a college, are (1) the Sons of Loyal Grade, (2) the Sons of Disloyal Grade, and (3) Plain Sons. The first two classes have their minds all made up for them. They don't have to worry at all about a choice. They don't even have to ask Dad; he knows, without being asked, that Son is going to Harvard because he, Dad, went there.

"It is surprising what a large proportion of students at the older universities are hereditary. They are, indeed, the most precious legacy left by the alumni to their alma mater, a legacy which in turn will leave a similar bequest in the form of another college generation, and so on *ad infinitum*.

"The preparation of a Loyal Son, Grade A, is begun with his birth. Over his cradle is hung a banner of his collegiate destination, while his name is at once entered for the preparatory school which is the favorite feeder for the aforesaid institution. At the age of three the infant is made hideous with a red, blue, orange, brown, green, purple or other hued sweater, depending on his sire's loyalty. His chubby fists are taught to brandish a flag, his meaningless mouthings are translated to express the desired college cry. By artful pinching he is induced to burst into tears at the mere mention of any institution but the right one.

"From the age of six the Loyal Son is taken methodically to football and baseball games, regattas, track meets, etc. The victories of adversaries are always explained away by the intimation that the rival team and its adherents are, after all, not much better than a gang of crooks, and just let them wait until next year. Next year and last year or any year of a favorable score is perfectly satisfactory to the adolescent mind, which absorbs general ideas far more readily than it does specific fact. The result of this intensive education in alma matritism is a Freshman who enters the sacred portals flaming with loyalty."

However, there is many a slip 'twixt the cup and the lip, and—

"Every once in a while the system doesn't work. A cog slips somewhere. The son falls among thieves, who rob him of his infant ideals. They tell him that Harvard men are prunes and that the Elms are a bunch of cheeses. Son backslides. The plight of the father is pitiful. Can you imagine Mr. Volstead's son coming home stewed to the gills? It is something like that. One of my Yale brothers went through this harrowing experience. His boy got into bad habits at his prep school and spoke tentatively of certain advantages at Harvard. His father remonstrated. 'But, father,' said the youth, 'don't I have any choice?' 'Of course, you do,' said my friend with rare judgment; 'you



A PARTHIAN CHILD'S  
"KIDDIE CAR."

A copper toy chariot found by excavators.

have the widest choice in the world. You can choose between going to Yale and going to work.' The lad is now a cheer leader at New Haven.

"In the second category falls a considerable percentage of students whose fathers have not been satisfied or happy in their own college experience. Undoubtedly I wrong these gentlemen by referring to them as disloyal. They are merely dissatisfied.

"It is difficult to advise these fathers. They will be governed ultimately by a combination of often irrelevant items. One of my friends sent his son to Williams because he had his pocket picked at a Yale-Harvard football game. The mother element also plays an important part in this more flexible class. Mrs. Harrington just loved the elm-shaded buildings of Hanover, and her boy's induction at Dartmouth was the logical result. Such trivial incidents as a flat tire or a good or bad breakfast may be the determining factor."

This sounds like joking, and doubtless is, but there are germs of truth in it, perhaps, and also in Mr. Chappell's observation when he goes on to remark,

"Where no such factor exists a good rule-of-thumb method is to send small boys to small colleges and big boys to big ones. In groups of young men where athletic prowess is of such distinct advantage it is manifestly important to sort and grade the according to size. The big man in a small college can obtain only a dim preeminence, hampered as he usually is by pygmy support. In a large university he may aspire to glorious heights. The youth of medium or less stature will inevitably be lost in a shuffle of giants or be carried out on a stretcher after the first clash. All this has nothing to do with intellectual pursuits. We were speaking of colleges from the undergraduate point of view, which must not be confused with mental attainments.

"Into each college every fall come large numbers of students whose fathers did not go to college. These are the plain sons, that leavening infusion of new blood drawn from the rising generations without which our schools would rapidly become anemic.

"These free-for-alls are now left pretty much to themselves, to make their own choice."

How shall they make it? Mr. Chappell, who will perhaps be claimed as a Yale man after a reading of his characterizations, offers a suggestion that contains, by implication, some interesting comment on American college types. There may also be fuel for fights in these lines:

"If a young man is absolutely a free agent and hasn't the faintest idea where he thinks he will fit in best in a collegiate sense, an excellent plan is for him to go where he thinks he will look the best. After all, our colleges do develop a certain type, and a boy can quickly decide which one suits his particular style. If you are bookish and learned and like to wear horn-rimmed glasses you will fit in nicely at Harvard. The snappy dresser who likes loud clothes and loud noises finds a natural niche at Princeton; the tall, rangy type, with calluses on his hands, is sure of success at Cornell. Quiet, well-dressed men are appropriately framed at Williams, more fuzzy ones at Amherst, and so on. The splendid, all-round, finest American type has been practically copyrighted by Yale. Just look in the glass and decide which you are; the rest is easy.

"The main thing is to make a choice. Life to-day is incomplete without a college education. A shocking example of the lack of this sort of training came to my notice recently, when an acquaintance told me with great excitement that he was going up to the Polo Grounds to see the football between Washington and Jefferson and Nebraska, adding: 'I've never seen one of these games between three teams!' A college man would never have made a social error like that!"

## PADEREWSKI AT HOME

**S**EVEN PARROTS and a big white cockatoo raise pandemonium at the home of the great Polish pianist whose nerves are strung so taut that whistling drives him mad. Yet he likes the parrots' screeches. Paderewski has "the same curious fondness for noisy things that distinguished Madame Patti," we are told by Mr. William Armstrong. At Patti's home "the entire clock was of cockatoos, hung in gilt cages in the conservatory, the commotion they made being almost as bad as that of Patti's orchestra."

Now Paderewski is back from politics to the piano again. We read in the *New York Times* that the critics "appreciate vaguely the presence of a force beyond—perhaps—above—art." Speaking of his initial concert in New York, *The Times* observes, "In some respects he had not recovered his early form, but he played better than ever. He is one of the great outstanding artists of our time; he has been Premier of the fifth largest nation on the continent of Europe; he is an orator of distinction. Such varied eminence has not been heard of since the Renaissance." Indeed, "Paderewski is greater than his political achievements, greater than his art. What the demonstration on his return to America really meant was appreciation not of an artist or of a statesman but of a man." So it is especially interesting, just now, to come close to the man in a chapter on Paderewski given us by Mr. Armstrong in his new volume, "The Romantic World of Music." There we read,

"It was in his heyday as pianist that I first learned to know the great Pole, and it was away from the world, away almost from music itself that there were lived out at Villa Riond-Bosson my most delightful memories of him.

"My first visit to Paderewski's villa came in the height of his world successes, and when his Chopin playing renewed amorous longings in the glistly hearts of dowagers. Among the visitors there at that moment were Madame Wilkonska, his sister, whose face bore a strong resemblance to his in its firm yet gentle expression; Stojowski the composer, a piano pupil of Paderewski; and Monsignor Count Drobjowski.

"The Monsignor, white-haired, noble-faced, and wearing a cassock with a jeweled cross at his breast, made a picturesque and commanding figure. But in this aspect none approached Paderewski, at his best during dinner and when we gathered afterward on the moonlit terrace for our coffee. Those nights were unforgettable. The stillness under silver light; the lake softly glowing through the branches of great trees; distant mountains against a dark blue sky, and the broad, splendid stone terrace in a flood of light from low French windows made the scene-setting for conversation in which Paderewski and Monsignor Drobjowski led.

"The dining-room itself was a picture, moonlight streaming in through open windows to mingle with the shaded candle-glow. Down the long table a bed of pink geraniums or some other bright flowers were banked; from them radiated branches of roses. Mr. Paderewski sat opposite to me; his face in shadow, his hair, catching the light, standing out like an aureole of brass. Bridge sometimes followed our talks on the terrace, and lasted until three o'clock in the morning. On those nights Stojowski and I would steal up much earlier and softly to bed by way of the back stairs that we might not disturb the players.

"Next the drawing-room was an apartment held sacred, not



IN INDIA, BUT NOT OF IT  
Græco-Buddhist clay relief baked into terra-cotta,  
when the Huns burnt the Javilan Monastery.

because of all the souvenirs of Paderewski's triumphs placed there, but on account of the mementos of his only son, by his first marriage, and then some years dead. The boy's wheeled chair, his table at which he wrote, and all its furnishings were kept just as he left them, and every day fresh flowers were put there."

Mr. Armstrong's second stay at Riond-Bosson "took on a more intimate aspect, there being fewer visitors." However, it seems that "Poles were present who did not dine at the family table," as "another revolution had just failed in their country," and they had "fled to Riond-Bosson to find hearty welcome." Continuing, the author tells us,

"One day we went out to his farm, where Madame Paderewska had gone on ahead herself to cook luncheon. In a moment of absent-mindedness, Mr. Paderewski led me aboard an express at Morges, instead of a local stopping near the farm. But finally we reached it, after somewhat of a drive. There was nothing to regret, tho, for our way lay between rare estates. One of these belonged to Madame Cliquot of endeared champagne memory; another was originally the property of Prince 'Plon Plon' Bonaparte. On the fall of the Third Empire he deeded it for safety to a trusted official of the court, deeded it so safely that he never got it back, for the court gentleman put it up at auction and the proceeds into his pocket.

"The farmhouse we caught sight of finally; a big oak tree sheltered it; wisteria blossoms and the glossy leaves of an espaliered pear trailed against its white walls. Mr. Paderewski loved the rambling simplicity of the place better than the stateliness of Riond-Bosson. 'Never a thing shall be touched here,' he said fondly. 'It shall be like a dear, untroubled face that I shall always have to return to, no matter where my journeyings may lead me.

"Those big trees, now beyond the property line, must be mine; otherwise the owner will fell them for timber. Knowing that I am an artist, he asks thousands of francs more than he should. But knowing that I am an artist, he is also certain that I will pay it.

"People surely think that an artist's money comes easily, that he does not have to work for it. They forget that he is productive for only fifteen years, and that the foundation of it all is long preceding years of drudgery. Most of us have a tendency to overlook the fact that a little while ahead we can no longer earn big sums, and we give on, spend on, as if it were to last for always; as if tomorrow would be just as good as to-day."

As Mr. Armstrong remarks, "the mood was prophetic," for, "like the rest of those artists of whom he spoke, Mr. Paderewski has gone on giving and spending. He has sacrificed almost all that he possess. For proper measure of gratitude he will have to wait; perhaps death and history will bring it." And what followed in the conversation that day touched upon this very theme of gratitude. He exclaimed:

"The gratitude of those we do for! I hate the word! The man to whom we do a favor recognizes his inferiority and it rankles. A favor is often the poison of friendship. There are some who have an exaggerated feeling of gratitude; that is an unfavorable trait. I have it. I want to repay a kindness a hundred times. And I have done it.

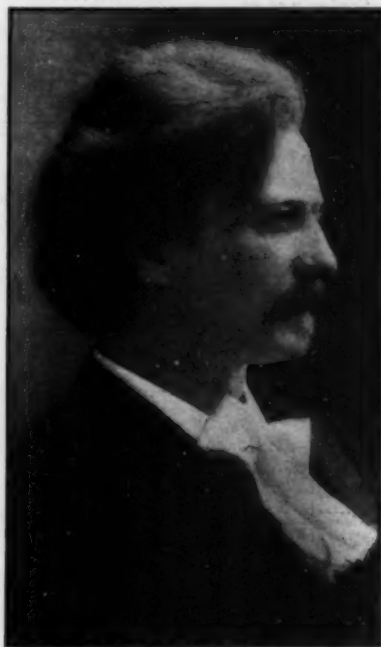
"There was a man, poor fellow he is dead now, who once did me a kindness when I needed it. At a banquet given me in Poland he was present. In my speech I told of his act, but I

added, 'I do not hold it against him,' and I think he understood what I meant."

If ingratitude had rasped Paderewski beyond endurance and permanently soured his nature, it would not have been remarkable, for Mr. Armstrong observes,

"Paderewski is complex; he is also very nervous. This trait of nerves, inseparable from the great artist, doubtless made his task as Poland's Premier difficult, well-nigh impossible. The direct straightforwardness of his nature was never fitted to cope with the double-dealing distinguishing diplomacy. Neither could the exquisite inborn tact that he possess prove inexhaustible under nervous strain. With his sensitive soul! absorbed in the cause of Poland, the situation grew more acute.

"About him as Poland's Premier were factions less far-seeing



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#### WHAT THE YEARS—AND THE WAR—HAVE DONE TO PADEREWSKI.

The Polish pianist as he was in his prime, at the reader's left, and as he appears to-day when he returns to the concert platform after his adventures in politics and agriculture.

than he, but equally determined; facing him before the Peace Conference and in the League of Nations was the self-interest of the Entente Allies, each self-seeking. On the other hand, were Poland's demands, often inordinate. What Paderewski suffered in this complex situation can only faintly be surmised."

Perhaps the most charming glimpse of Paderewski's home life is the one given us in the following little story, which Mr. Armstrong relates with a fine appreciation of its humor:

"That day, while we were eating the luncheon which Madame Paderewska had cooked for us, a little goat sprang into the room. At the doorway at which he had entered two children's faces smiled. The same old ruse that the rest of us once practised, an excuse, any excuse to get into a loved presence. The goat, quite willing to be made an apology for his owners, walked up to Mr. Paderewski and took as custom the lettuce leaves fed to him.

"With exclamations of delighted surprise, as if the goat had never eaten before, the small conspirators tumbled in; they were in their best clothes, their faces shone from soap and water. Once inside, their shyness vanished. Both were telling Paderewski the goat's latest adventures. Madame Paderewska and me they looked upon as grown-up people, to be answered in monosyllables and with forced politeness. But Paderewski was regarded as one of themselves, sufficiently youthful and interesting to be taken as an equal. Until tea-time, they and the goat tagged after him, and then all three went to bed, perhaps together."



# RELIGION-AND-SOCIAL-SERVICE

## THE DEGRADATION OF CHRISTMAS

**J**ESUS—ST. NICHOLAS—SANTA CLAUS—here is "one of the saddest descents in the history of mythology." Christmas has not only become Christless; it has grown into that "economic frenzy, the Christmas trade," writes Charlotte Perkins Gilman in *The Century Magazine*, suggesting that the cause of this gross observance of the sacred rite is "our substitution for the gracious and loving Teacher, the lover of all humanity, of this chimney-climbing distributor of presents, Santa Claus." In no other religion, she tells us, has there been

so lovely a vision as that presented by Christianity in its beginnings—"divine love coming on earth as a baby, a little child, that child growing up to teach of human unity, of God in man, of worship in love and service. It is more than fitting that such a birthday should come to be 'the children's festival.'" But pre-Christian origins of the annual celebration have come to dominate it. Santa Claus has replaced the memory of Christ. The prevalent idea of celebrating Christmas in our country, we are told, "is roast turkey and a Christmas-tree, a banquet

and the giving and receiving of presents. With most Protestant Christians it is not so much a church festival as a family one, tho even Unitarians sing 'It came upon a midnight clear' and 'O little town of Bethlehem' on the nearest Sunday." The writer is one of an increasing number who would give up the "weak deception" of Santa Claus and make the day really one of religious observance. Look at the long story of its origins, she says:

"First the legitimate celebration of a genuine God; then the wavering veils of custom covering the old beginnings; then the great new-seen truth set up on the old foundation, a nobler story than the sun-myths; then, gradually, new tales and customs obscuring the new truth, the Saint instead of the Deity; and at last, instead of the Saint, this cheap fairy-tale of a red-nosed, pot-bellied, benevolent old kobold, who lies dormant up in the Arctic regions somewhere from year's end to year's end, save for this one night's activity, this reindeer-and-sleigh affair, this bulging bundle, and chimney-sweep descent to distribute his benefactions.

"A purely local legend, having no appeal in warm countries, with no element of beauty to make up for its lack of truth, the Santa Claus myth seems the poorest of all that have grown up in modern times around this ancient festival.

"As first promulgated, we seem to find the coming of the Saint as much of a threat as a promise, a sort of a parent's assistant; for the 'good' child a present, for the 'bad' one a birch rod, merely a part of the vain lying with which ignorant and incompetent parents have always tried to coerce their children.

"There may be 'truth' in fiction, 'truth' even in fairy-tales—many a wise myth or lovely legend has helped the human mind—but there is also possible sheer degradation for old or young in unworthy fiction.

"Then comes the outcry of sentiment, that superficial sentiment which attaches itself easily to whatever happens to be current, forgetting better things behind.

"Children love Santa Claus," we are told. To this we may answer that children above a certain age do not, for they know there isn't any such person; that children below a certain age do not, because they are too little for even fairy-tales, and that

those in between will soon outgrow their delusion. Then if no more of them are told the tale, they will miss nothing, for there are better ones.

"But is it not a pity that we have roused that ineffably sweet and tender thing, the love of a child, and artificially attached it to this unworthy image?"

It is the ignobility of this "petty" myth which makes it undesirable even as a fairy-tale, says the writer. But there are other results to consider besides the effect on the child mind. "Because our thought of Jesus has been overlaid by the story of Santa Claus, our whole celebration has changed. Festivals

of rejoicing, with dance and song, rich decoration and proud processional, may be overdone, deteriorate, and cheapen; but one, the main features of which are banqueting and exchanging presents, has an easy descent." This giving of presents has small resemblance to the reverent tribute of the three Kings of the East, we are told; "it has come to mean that one thing, the Christmas trade." And—

"Fancy celebrating the birth of Jesus by an orgy of commercialism!

"It is this commercial Christmas which is now eagerly adopted by quite un-Christian peoples of any faith or no faith, with no mention or thought of Christ. It is no Christian occasion they are appropriating; it is merely a jollification, a gay holiday, a time for exchanging gifts.

"There are some tender souls who cling to Santa Claus as something beautiful, and who talk of 'the Christmas spirit' as if it emanated from that amiable hobgoblin. Yet Santa Claus has no basis but St. Nicholas, St. Nicholas has none save in the Christian Church, and the Christian Church none save in Christ, from whom that Christmas spirit comes.

"If we wish to keep up an ancient and legitimate festival of annual rejoicing merely as a race habit, there is no harm in that—that would, of course, be open to any race, any religion—but we should be honest about it and not call it 'Christ mass.'

"If we are Christians, and keep the festival in honor of the Founder of our religion, we assuredly should teach our children whose birthday we are celebrating, and why we try to show



### The Christmas Store

## Santa's Opened His Pack in Toyland!

FINEST assortments of toys, dolls, games, story books and wheel goods ever presented. We're selling toys now at the rate we usually sell them in mid-December. Which fact speaks in no uncertain terms of our toys and our prices.

**Specials for Monday in Toyland!**

—\$7.75 Pioneer coaster wagons with roller bearings ... <b>\$5.95</b>	—\$8 full size foot-power automobiles for boys .... <b>\$5.95</b>
—\$2 Daisy repeating air rifles with lever action .... <b>\$1.29</b>	—\$1.50 imported jointed body dolls with curly hair ... <b>95c</b>
—\$4.50 velocipedes with rubber tire wheels ..... <b>\$3.79</b>	—\$1.50 Mamma baby dolls. These are priced ..... <b>\$1</b>
—\$1.50 wheel barrows of hard-wood are priced ..... <b>\$1.19</b>	—\$1 mechanical trains with track, etc. .... <b>75c</b>
—\$1.50 mechanical trains with track, etc. .... <b>95c</b>	—\$3.50 Mamma and crying dolls, 20 inches high... <b>\$1.95</b>
—\$1.50 toy garages with two mechanical automobiles ... <b>\$1</b>	—\$3.50 imported jointed body dolls with bisque heads. <b>\$1.95</b>



**THE COMMERCIALIZATION OF CHRISTMAS.**  
Just one of thousands of similar advertisements all over the land, due to "our substitution for the gracious and loving Teacher, the lover of all humanity, of this chimney-climbing distributor of presents, Santa Claus."

more love for one another on that day than is ordinarily convenient.

"But neither an honest pagan nor an honest Christian need clog the growing mind with petty myths which they do not believe."

No one writer, we are told, has done so much to deepen and widen the spirit of Christmas as Charles Dickens, who in his well-loved Christmas stories makes no mention of Santa Claus.

"Instead of memories of a misplaced love, a shattered faith, he looks back to this: 'Encircled by the social thoughts of Christmas time still let the benignant figure of my childhood stand unchanged. In every cheerful image and suggestion that the season brings, may the bright star that rested on roof be the star to all the Christian world. . . . This in commemoration of the law of love and kindness, mercy and compassion. This in remembrance of me.'"

"Isn't that better than Santa Claus?"

Another writer carries the protest even further and says plainly and flatly that the orgy of stuffing which usually accompanies the celebration of Christmas is not only a crime against the stomach, which results in many avoidable disorders, but, more to the point, a waste of food needed by millions who are really hungry and lacking in Christmas cheer. While many of us make gluttons of ourselves, others sit down to a table where a crust goes for plum pudding, an anti-climax, we are told, to the way in which the Nativity should be observed. At no time during the year are greater crimes committed against the body than during the Christmas holidays, writes Philander D. Poston in an article which originally appeared in the *Washington Star* and is now being distributed in pamphlet form through the contributions of a group of Washington men and women who wish, we are told on the title page, "to help to make the world a happier and better place to live in." While it is proper enough that these days be filled with all that will bring gladness to the heart, goes on this pleader for a sane observance of Christmas, "there is no good reason, nor even excuse, for the punishment inflicted upon the body, and by reflex action passed on to the mind and higher faculties, through the unrestrained indulgence in the eating of foods, excessive in quantity and destructive in their vicious combinations." So, he asks:

"Will you not limit your food to the actual needs for bodily health and give through charitable organizations, the excessive surplus, heretofore sacrificed on the altar of self-indulgence and gastronomic debauch, in order that empty stomachs may be filled, heavy hearts made glad and weary spirits sustained a little further on life's rough and rocky road? Have you forgotten that it was the Master who said: 'I was hungry and ye gave Me meat' (food). 'Inasmuch as ye have done it unto one of the least of these, my brethren, ye have done it unto

Me.' Even as a practical proposition limit your own needs and give to the needy. It pays. For, under the great law of compensation which is eternally operative, 'As ye give, so shall ye receive.'"

## ISLAM'S NEW CALIPH

**I**SLAM HAS BEEN STRUCK DOWN by members of its own household, in the words of an Indian follower of Mahomet. The Turkish Sultan, who was also spiritual ruler over all the Moslem millions, has been forced to renounce his throne, and is a refugee in Malta under British protection, and Abdul Medjid Effendi, a cousin, has been elected

Caliph by the Angora Government, tho they denied him the Prophet's sword, the insignia of temporal power, when they clothed him with the Prophet's mantle. But like the imperial exile at Doorn, the refugee at Malta, we are told, still lays claim to his throne, contending that as he has not abdicated and was not deposed from the Caliphate, he is still Caliph, the spiritual ruler of the Moslem world. Meanwhile Islam greets the sudden change with a silence which may or may not be ominous. So far there has been no clattering of arms in the deposed Sultan's defense, and an authority on the Near East declares that the fear of a jihad, or holy war, which has agitated European chancelleries, is only a bogey.

When the change came Mohammed VI was fortunate enough to be able to slip out of a back door of his palace and escape to a British warship lying in the harbor, for the history of the Caliphate has been one in which the Oriental method of using a knife or poison to raise successors to the Prophet has played an important rôle. In spite of the fact that their office is spiritual, the Caliphs have not

always led a life of sacred security, says the *New York Herald*. "Of the ninety men who have held the title, thirty-six have been deprived of it; some have been merely deposed, others deposed and blinded, others deposed and then murdered, and fourteen were just murdered." And *The Herald* wonders if the ex-Sultan or Abdul Medjid is to be the "victim of this ancient tradition." However, it is reported that asylum has been offered to the ex-Sultan by the King of the Hedjaz, Hussein, who has promised, it is said, to give him a welcome and a home in Mecca, and this, or some similar offer of sanctuary for the ex-Sultan, may lose to the new Turkish Caliph the spiritual subjection of Mohammedans outside of Turkey. It remains to be seen whether the 200,000,000 Mohammedans outside Turkey will like the idea of having their spiritual head appointed by a few Ottoman Turks, writes James Gustavus Whiteley in the *Baltimore Evening Sun*. "They may object to the degradation



MAHOMET'S LATEST SUCCESSOR.

But Abdul Medjid Effendi, here shown with his daughter, is said to be Caliph only by "right of might."

of their Caliph by the removal of his temporal power, and they may also want to have a voice in the selection of the successor to the Prophet. There is already some talk of establishing a Caliphate at Mecca." As a matter of fact, Mr. Whiteley writes informally, "neither Mohammed VI nor any of the previous Sultans have ever had any right to the Caliphate, except the 'right of might.' They are not even remote relatives of the Prophet. They have been usurpers of the spiritual power for over 400 years." The Eastern Caliphate, which had lasted 626 years from the death of Mahomet, the Prophet, came to an end in 1258, when the Mongols sacked and burned imperial Bagdad and put to death the reigning Caliph. The whole period, says the writer, was full of conquest, glory, battle, murder and sudden death. "Caliphs were assassinated to make room for their near and anxious relatives." Rival members of the Prophet's family sprang up here and there as claimants of the Caliphate, and had to be "suppressed" in the good old-fashioned way. A descendant of the Caliphs of Damascus set up a rival Caliphate in Spain, and the descendants of Mahomet's daughter, Fatima, assumed the Caliphate in Africa. But in all these proceedings the Turks had no part. It was what the writer terms an "entirely Arab show." The Turks were a totally foreign element who did not come into Western Asia until the last years of the Eastern Caliphate. They were not Arabs, they were not Mussulmans, and they had no claim to any connection with the people of Mahomet. They were simply a pagan horde who had fought their way west from Central Asia. In 1517 the Sultan of Turkey conquered Egypt, where dwelt a descendant of the Caliphs of Bagdad, a purely spiritual prince without temporal power, the legitimate heir to the Eastern Caliphate. He was robbed of his title and authority and of his relics of the founder of Islam, and the Turkish Sultan proclaimed himself the spiritual successor to Mahomet. Four centuries have gone by, and the Arabs and other Mohammedans, subjected by the temporal sword of the Turkish Sultan, acquiesced in his spiritual leadership. Yet, continues the writer,

"It is probable that at the present day the large majority of Mohammedans do not realize that the Turkish Sultans are an alien breed whose claim to the Caliphate is based upon a material and not upon a spiritual foundation.

"However, the leaders of Islam, throughout the world, are, of course, aware of all these things. They may acquiesce in the appointment of a Caliph of the Osman family by the Angora Government, but, if so, it will be without any great enthusiasm, and they will hardly feel inclined to start a holy war to defend him if the Christian Powers determine to take strong measures with Turkey in the present crisis. It is quite probable, on the other hand, that the leaders of the Moslem world will avail themselves of the opportunity to cut loose from the Turks and to restore the Caliphate to the family of the Prophet.

"Our late Ambassador to Turkey, Mr. Morgenthau, who has had a close-up view of the Near Eastern situation, strongly expresses his opinion that the fear of a jihad against Christendom is a bugaboo 'before which the chancelleries of Europe have too long shuddered.' The Osmons, he remarks, 'have maintained their religious hegemony for five centuries by right of theft; a Sultan of the true family and the true faith probably will be enthroned at Mecca, as successor of the Prophet and commander of the faithful; and the Moslem hordes of the East are likely to go along as tho nothing had happened.'"

That Turkish spiritual suzerainty may be cast off by the other Mohammedans is the opinion also of another writer, who says it will be interesting to see whether the residuum of authority which still remains in the hands of the Ottoman Caliph will be taken over by some independent Moslem prince, like the Ameer of Afghanistan. In the opinion of a correspondent of the London *Morning Post*:

"Indications point toward the complete collapse of the Caliphate ideal. Many of the Islamic countries such as Egypt, Syria, Arabia, and also the Sunnis of Irak, have already fallen away from their allegiance, and at present the Turkish Caliph can only reckon for external support on the Moslems of India, the orthodoxy of many of whom is at least suspect."

## MIXING RELIGION AND POLITICS

THE RELIGIOUS YARDSTICK has no place in American politics, yet a Catholic association, we are told has advised its members not to run for public office, on the theory that where religious feeling runs high it is well for the smaller body not to attempt to gain even its proportionate influence. This step was taken at a recent meeting in Macon, Georgia, of the Catholic Laymen's Association, which also put itself on record as favoring the separation of Church and State, while the Bishop, we are told, advised its members to be tolerant and not to meet abuse with abuse. To the Macon *Telegraph* this indicates "good sense and a commendable spirit," for, it says, "any religious body that is comparatively weak and unpopular would blunder seriously to attempt an influence in the State out of proportion to its numbers, and where antagonisms run high it is well not to contend for one's proportionate influence." But a contemporary scorns such resort to the religious yardstick. There is no trouble about *The Telegraph's* own spirit of tolerance, says the Columbus (Georgia) *Enquirer-Sun*, characterizing its contemporary as "one of the few daily newspapers in Georgia that has, all along, had the fairness and courage to speak out against religious intolerance"; but, notwithstanding, *The Telegraph* seems to the Columbus paper to have missed the point. The same criticism is made of the Catholic Laymen's Association for advising its members against running for office. It is just this very thing—"this application of the religious yardstick in politics"—says *The Enquirer-Sun*, "that we have been fighting for thirty years; and, please God, we are going to keep on fighting it, in the hope that, some day, more and more people will be ashamed to apply it."

"What, in the name of common sense, can it matter if a man is a Methodist, Baptist, Presbyterian, Catholic, or what not, when it comes to holding office, if the man himself is all right? No question as to his church affiliations should ever arise in the minds of voters; in fact, it can not arise in the minds of those who think broadly and fairly, and who put good citizenship above creed and dogma—which, too often, lead to narrowness and bigotry; thus shriveling the soul.

"To recognize any such basis for political preferment is to strike at the very foundations of free government; is, in fact, to set up church-government—the very thing that those most prone to religious intolerance say they do not want.

"Why, just suppose we applied that yardstick in Georgia, all the way through—Georgia would be governed, from Rabun Gap to Tybee light, by the Baptists. (Which in fact, is already largely the case.) Because the Baptists in Georgia outnumber all the other religious denominations put together.

"Just remember that, you Methodists and Presbyterians and Episcopalians and Unitarians, and all others, when you are tempted to draw the religious yardstick on any one in politics. Let that idea take root in Georgia, and you won't be able to find an office-holder in this State who can't lay claim to having been 'under the living waters,' as our Baptist friends say; for the latter can out-vote all the other saints and sinners in Georgia and not half try.

"It has, in fact, come to be a saying in Georgia, of late years—since Tom Watson, for his own selfish purposes, first sought to apply the religious yardstick in State politics—that being a Baptist was a mighty strong card in a candidate's favor; as a matter of fact, Brother Walker, Brother Harris, Brother George, Brother J. J. Brown, and a few other brothers are living proof that it doesn't hurt any to be a Baptist if you expect to figure largely in Georgia politics.

"Of course, ours may be as a voice crying in the wilderness, but we have always contended for, and what we propose to keep on contending for, is that a man's religion should have nothing at all to do with his claim for office—just so he has enough, of some sort, to get by with. And the less he parades it for political purposes, the more he is apt to have.

"The simple truth is, the churches should frown upon a member who uses his church connection to secure political office; and so should our secret fraternal orders, for that matter. But it can not be denied that both are overrun with that type of politician who would, if he could, paste his political posters on the pearly gates of heaven if he thought it would gain him a vote."



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A whiff of  
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LOOK FOR THE RED AND WHITE LABEL

# CURRENT - POETRY

Unsolicited contribution to this department cannot be returned.

WITH a charming illustration by Beatrice Sturns—angels, Christmas toys, and an adorable child with outstretched arms—comes a beautiful poem in the December issue of *Scribner's*

## CHILD'S CHRISTMAS

By MARTHA HASKELL CLARK

Who has not loved a little child, he knows not Christmas Day—  
The wondered, breathless waking through first-sweet morning gray.

White tropic forests on the pane against the dawn-streaked skies.  
The awe of faith unhesitant in lifted childish eyes;

The spluttered, spicy, teasing joy of kitchen-fragrance sweet,  
The sting of frost upon his face, the snow-creek 'neath his feet;

The swish of runners, song of bells, the laughing-echoed call  
From drifted hilltops, sparkling white; the blue sky folding all;

The holly-berried table top, the feasting and the fun,  
With Christmas ribbons strewing all until the day is done;

The hush of candle-lighting time, the hearth-fame flickered red,  
The warm soft clasp of clinging hands up shadowed stairs to bed;

The crib-side talk that slacks and stills on stum-bled drowsy note,  
The love that stings behind your eyes, and catches in your throat;

The hope, the fears, the tenderness, the Mary-prayer you pray—  
Who has not loved a little child, he knows not Christmas Day.

"CHANGING MOODS," published in London at the Sign of the Pen and Pad brings us

## POEMS

By GEORGE ELLISTON

### BRIMMING CUP

My Cup of Happiness filled up—  
Filled up to its clean round rim  
With youth and love, oh, wonder cup—  
They bubbled over the brim.

But I was afraid to drink—afraid  
Of life and poverty  
I was betrayed by my fears—betrayed,  
And my cup was lost to me.

Once more my cup is full—once more,  
After the long, long years;  
But wisdom and gold are now its store  
And my drink is salt—for tears.

### PARTING OF THE WAYS

We come to parting of the ways  
Whose lives love once bound up together  
For all of time, but now naught stays  
Of that close tie but memory.

And strangest of sad things, my heart  
Is empty of all feeling now;  
Complaisant, as we go apart,  
Bankrupt of all emotions' wealth.

And yet my mind knows this always,  
Though love is dead and at an end,  
That which was you—oh, strange amazement—  
Is mine unchanged for all of time.

What each of us will be, remains  
Our own—but those dead years are fixed:  
In what we build the soul retains  
The you and me of yesterdays.

## OLD SHIPS

I, who had longed for fame  
In youth, who saw my name  
Shining in silver light,  
Renown, star bright,  
And gave up all to be  
Mother and wife, am free  
Long since of all regret.

Those dreams I hearkened to,  
Those ships that sailed the blue,  
Have come at last to harbor:  
All I longed for—  
My son, who brought them in  
Has cancelled might-have-been  
And glorified the sunset.

## CHILDLESS WOMEN

In childless women's eyes  
A misery of lacking lies.  
Under their gaily is woe  
And this, one feels, they do not know:

The glad joy of the blue bird winging—  
The freshness of the morning singing—  
The depths of roses brightly glowing—  
The soul of things they should be knowing.

In childless women's eyes  
There shines no glimpse of paradise—  
Their loss, who miss the high white cross:  
Of motherhood, eternal loss.

STRAY chapters of American history gleam with romance, granted only that one has the sense of dramatic values to appreciate them. For example, what more thrilling than the great Mormon migration? In *The Midland*, published in Pittsburgh, we find a stirring poem—

## THE SONS OF DAN

By LEYLAND HUCKFIELD

Through great sun-blinded valleys where bones of the lost are strewn,  
To lurching of white-topped wagons and din of household pans,  
To lowing of stumbling cattle, whip-crack, and bitter groan,  
The Mormons march with the God of Hosts in the dust of their caravans.

Their broad-brimmed hats with the tattered rims are white with the alkali.  
They ride in a cloud with the sun before like an olden lure of flame;  
They thirst and choke while the women crouch by pallets where madmen die  
Through arrow, and fever, and fortune thrust for the glory of God's name.

Ever and ever the scouts drift in with long black guns unslung,  
With tangled beards and red-rimmed eyes, eyes that have out-stared Death's own,  
And the wagons wheel as the horses leap, urged on by lash and lung,  
And the charging Kiowas divide on a ring of fire-flecked stone.

Arises a chant where flame-beds glow to the God of the Sons of Dan—  
Deep coulees throbb to thundering hymns that shake the prairie sod;  
And the vast black night that closes down like evil doom of Man  
Quivers long to a battle song of the grim old Mormon God.

For these are the Men of the Covenant, of the Word and Avenging Sword,  
They ride to the blast of Gabriel, on way to a goodly vale,  
By trails of death, by lonely plains, past floods with never a ford,  
They follow a splendid prophecy, a flame, and a Holy Grail.

And the word of the prophet is certain; they shall build an abiding-place,  
They shall make them another Jerusalem, with a tabernacle of prayer;  
And the Men of the Loru, shall raise them up new seed of a mighty race  
And the Sword of God shall go with them wherever the bugles blare.

There are bones where the wagons rumble, there are skulls in the prairie grass,  
But on they roll through storm and sun in the might of a firm accord;  
For the Sons of Dan shall greatly thrive whenever it comes to pass  
That they raise them a splendid city to the glory of the Lord.

Writing in free verse, a devout Hindu gives us a book of poems, "Soul's Secret Door," published in Boston by the Vedanta Center, and it is interesting to note how essentially Christian is his Oriental faith. Accordingly, we reproduce the following:

## POEMS

By SWAMI PARAMANANDA

### WORDLESS SONG

My heart sings a strange, unknown song.  
But never can I hear the words.  
Its music soothes my soul to rest  
Yet the words remain ever unheard.  
My heart sings it alone in stillness, this the wordless song.

### LIFE OF MY LIFE

Why do they call Thee inscrutable,  
O Thou Life of my life?  
Why do they call Thee unknowable,  
O Thou Soul of my soul?  
Why do they call Thee unthinkable,  
O Thou Heart of my heart?  
Is it for my lack of knowledge that Thou art come to me in this garb of simplicity?  
Is it to help the helpless that Thou hast made Thyself known to this lowly heart?

I think of Thee not as unthinkable and vast,  
but as my own, before whom I am not in fear,  
but full of tender love.

### SOUL

Whence my soul? What my soul?  
I know not all its profound mysteries;  
But I know that Thou art in my soul.  
I know this in my dreaming;  
I know this in my sleeping;  
I know this in my waking—  
That Thou art my very life  
To-day, to-morrow, woe hence  
And forevermore!

### I BLESS MY FATE

I shall always remain ignorant, that Thou, all-wise One, may ever guide me;  
I shall always remain a helpless child, that Thou, mighty Spirit of the universe, may ever protect me.  
I thank my fate that keeps me ignorant of many things, so I may know naught else but One.  
I bless my fate that keeps me ungrown, so I may cling to Thee alone.

### ECHO OF THY VOICE

They think me mad, for now I sing only one song—  
The song that Thou hast taught me.  
It never grows old to my ear.  
At times I catch the echo of Thy voice in my song.  
Then my madness grows with joy  
And I sing again and again.  
Not to hear my own voice,  
But to catch the echo of Thy voice in my song.

# 60 Sun Maid Raisin Salesmen buy ESSEX Cabriolets



## Why Sun-Maid Salesmen Chose Essex

Sixty Essex Cabriolets have been purchased by the salesmen of the Sun-Maid Raisin Growers of Fresno, Cal., to be used in 20 of their sales divisions in various parts of the U. S. and Canada.

This order is one of the greatest proofs of Essex dependability,—for these cars will be called upon to give prompt and satisfactory service in all kinds of weather, under all sorts of road conditions. The records that thousands of other Essex cars have made, their ability to keep to schedules, low cost of operation, all were determining factors in this selection.

## Give Your Business Getters A Better Business Car

Business has no patience with cars that can't stand the gaff. Repairs and wasted time quickly eat up the small saving in first cost.

### Get Real Economy

Give your salesmen a car they can count on like a train. The Essex Cabriolet gives all-weather utility. Its chassis costs more to build than any like-priced car in the world. Motor, axles, frame and transmission are built for steadfast, constant service under all conditions. Essex cars serving upwards of 60,000 and 70,000 miles are still smooth, reliable and economical. You can't

get records like that except from a real car. And it's worth the little more you pay.

### Salesmen Work Faster

The Cabriolet is solid, quiet, durable. Your men will like it. They will appreciate its greater riding ease, simple handling, greater radius of travel, and above all its positive reliability. It gives all-weather protection. There is ample carrying space in rear for sample cases, luggage, etc.

And it is more economical in every detail even than light cars whose only appeal is low first cost.

ESSEX MOTORS, DETROIT, MICH.



### Canadian Prices

Touring	-	-	-	\$1550
Cabriolet	-	-	-	1695
Coach	-	-	-	1850
F. O. B. Windsor, Ontario				
All Duty, Sales and Excise Taxes Paid				

Touring Car \$1045  
Coach - - \$1245

Freight and Tax from Detroit Extra  
Freight and Tax Extra

# ESSEX CABRIOLET \$1145



# PERSONAL • GLIMPSES



A VERY "IMPRESSIONISTIC" IMPRESSION OF GEORGES CLEMENCEAU IN ACTION IN NEW YORK.

The "Old Tiger" is reported to have cherished a lasting resentment against the great French sculptor, Rodin, because of an unflattering bust, and it may be as well that there is no record of his reaction to these drawings by Fruch, in the *New York World*.

## THE "ESPRIT" OF FRANCE'S "OLD TIGER"

CLEMENCEAU WAS INTRODUCED, in the course of his travels in this country, to the pig-scalding vats in the Chicago stock-yards. He watched the porkers come along in an endless chain, disappear in the boiling water of the vats, and reappear to go through the bristle-removing machinery. "Very neat," commented "The Tiger." "I have a number of friends whom I'd like to see put through that process." Then there was a little incident in Boston that, also, served to bring out the spirit of the most famous living Frenchman. Clemenceau is celebrated for these "plays of spirit," to make an awkward translation of the French phrase, "*jeu d'esprit*," which suggests, rather, a display of "personal flavor." According to the newspaper correspondent who briefly tells the story:

Recognition by Clemenceau of an elderly woman who was his pupil in New York fifty-seven years ago was described to-day by Colonel Stephen Bonsal of the Clemenceau party. The incident occurred at the reception at the State House yesterday.

"A beautiful old lady stepped forward," said Colonel Bonsal, "and from her motions I saw that she meant to embrace him. I immediately restrained her. She gave me one indignant look and then, turning to M. Clemenceau, said:

"Do you know me?"

"Of course I know you," he replied. "You are Nellie Skinner. You were the best French pupil in my school in New York. I'm tired of kissing young babies and I am going to kiss you here and now."

The "Tiger" received an elopement proposal on the same day, adds the correspondent. An unsigned love missive received through the mail read as follows:

"If you with me will now elope,  
Return this bow of heliotrope.

"Just because I'm only thirteen is no reason why I can't elope."

As the "Tiger" refused to produce the "bow of heliotrope," Colonel Bonsal laughingly expressed fear of an impending elopement.

A French weekly, *La Baionnette*, has lately collected a

number of little "personal glimpses" of Clemenceau, under the general heading, "*L'Esprit du Tigre*." The leading glimpse relates that, when asked by a magazine to state the three books he preferred to all others, Clemenceau replied:

"My three authors are four: Homer, Rabelais, Don Quixote, Racine. When I travel, however, I carry no book except a time-table; there is such a fine book to read through the car window."

Another incident runs, in translation:

"When Rodin had modeled the celebrated bust of Clemenceau which to-day stands in the French Senate Chamber, side by side with the busts of other famous Frenchmen who have honored the Higher Chamber, the model was not entirely satisfied by the masterpiece. The brachycephalous skull, the jutting eyebrows, the eyes with the heavy lines all about them, the big, drooping mustache—all that was hardly flattering. It is even hinted that Clemenceau, because of this unflattering likeness, retained a lasting grudge against the artist, and that it was for this reason that he opposed the national observance of Rodin's funeral.

However that may be, when the Tiger first saw the finished bust, he knit his "terrible eyebrows" and growled: "Who is that Mogul?"

To-day he is even older—and perhaps uglier—than when Rodin's bust, said to be a fair likeness, roused his objections. Joseph Van Raalte, writing in the *New York World*, gives an impression of Clemenceau, once a school teacher in a Connecticut city, now revisiting us after receiving the highest honors in the gift of his own nation. Mr. Van Raalte finds the Clemenceau character "Complicated." He writes:

"When you look at the man they call 'The Tiger of France,' you see a beautiful caricature in black and white of the former Premier, done by Georges Clemenceau. Who hung that name Tiger on him?

There's more of the walrus and the bulldog about him. The only thing tigerish I could discern in his make-up is the crouch. And that's distinctly a Clemenceau crouch and nothing else.

Dempsey crouches when he stalks his man in the ring. So does

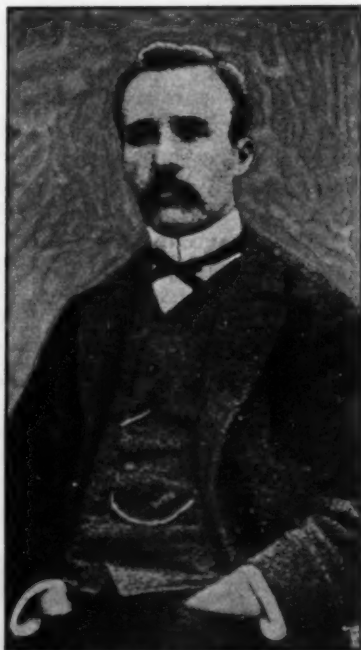


Photo from Underwood & Underwood.

### WHEN HE LIVED IN NEW YORK.

This photograph was taken at about the time when Clemenceau was married, near the end of his term as a political exile in the United States.



"GMC TRUCKS  
ARE SEVEN  
STEPS AHEAD"

## GMC Trucks Last Longer

*Sturdier Construction, Finer Materials and Rigid Accuracy Increase Their Years of Usefulness*

Years of enduring and reliable performance are built into GMC trucks by the advanced and exclusive improvements that they contain and by the wealth of surplus strength that has been put into every part.

Years of successful truck manufacture have proved the need of certain essentials to the continuous and unfailing performance which GMC trucks invariably give.

Such exclusive features as the GMC Two-Range Transmission, providing a perfect series of speeds for every use with no increase in engine size—removable cylinder walls, pressure lubrication—all are directly responsible for de-

creasing wear and increasing performance ability.

Radius rods, insuring perfect brake action at all times,—bearings or bushings at every point of wear in engine and chassis—extra-large brake drums and oversized springs, which are requisite to a longer life of truck usefulness, are found in GMC trucks.

Moreover, these factors of safety are insured further by the use of the finest materials and by the rigid limits of accuracy to which each part must be fashioned.

No accurate forecast can be made of the length of life of GMC trucks. With reasonable care they will last indefinitely.

**GENERAL MOTORS TRUCK COMPANY—Pontiac, Michigan**  
*Division of General Motor Corporation*

*GMC Truck Chassis list at the Factory as Follows: 1-Ton, \$1295; 2-Ton, \$2375; 3½-Ton, \$3600; 5-Ton, \$3950. Tax to be added.*

# General Motors Trucks



Booth Tarkington when he sits for his picture. Dempsey's crouch suggests the panther. There's a velvet-footed snarl in it somewhere. The Gentleman from Indiana is the father of what may be called the cigaret crouch. The point is that it's theirs and theirs only—as is Clemenceau's.

You don't look for anything refined about the Frenchman and you're not disappointed. He suggests the rough, unglazed surfaces of a canvas that break monotony and heighten the interest of variation.



Photo from Underwood & Underwood.

**"THE TIGER" AT SIXTEEN.**

Even as a boy, the record runs, he was anxious and ready to be mixed up in any sort of political excitement that seemed to be available.

You've heard that he's old, but somehow or other you don't think much about that until you see him. Then you become conscious he is beginning to dim, in spite of his evident vitality. In some way he lacks luster. There seems to be a faint haze interposed between you and him. It is sensed rather than emphasized in any tangible form.

There's a coarseness and strength of line about him that exceeds the description "rugged." He looks like the sort of man that almost anybody could hurt but that nobody could kill. He doesn't exist for a situation. The situation exists for him.

There's a sort of gentle benediction about some hoary-headed men of the world that's quite lacking in Georges Clemenceau.

He looks out at men and women and life in general from under the pendulous

eyelids of old age, and you stare back at him, and after a while you think you're looking at an unchangeable old ogre in an illustrated nursery book.

Stare as long and as searchingly as you have a mind to into that queer old face of Clemenceau and you'll see nothing but an amused old fighting man whose cheeks rest on his jaw lines in iron folds and whose truculent chin in no way softens the aggressive push to his old head.

His eyes are the baffling part of his face. They're not cruel. They do lack reverence. They remind you of patches of smothered fire on a mountain-side. There's humor in the tiny cross flashes that spring here and there from the lustrous depths; it suggests something sardonic.

Clemenceau's hands are magnificently executive. When he holds on to the back of a chair he grips it with the same heavy, dogged, uneasy nonchalance with which he hangs on to life—an old man who has outlived some of his troublesome desires and is not particularly allured by his immunity.

When he comes to that place in the road where The Highwayman will step out and tell him to deliver, you can picture Georges Clemenceau standing there, backed up a little, those veined, brown, knotty fists clenched and waving in anger; and you can hear him growling like an irritated and savage animal uneasy at being moved from his den.

When I came away from seeing Clemenceau I was uneasy in my mind. His depths are baffling; his strengths are mystifying. He left me nervous. I thought of Mark Twain's story of the time he made coffee for a friend.

"Don't you like my coffee?" asked Mark Twain.

"No, I don't," said the man. "It's too complicated."

If Clemenceau is "too complicated," perhaps the course of his very complicated life furnishes the explanation. He has had more ups and downs than fall to the lot of most statesmen, a class notable for vicissitudes. Another *World* correspondent, Svetozar Tonjoroff, recalls:

It was a wide gap of life and experience—a gap covering more than the average lifetime—that Georges Clemenceau swept over in a few epigrammatic phrases in his speech in the Metropolitan Opera House when he said:

"Not more than fifty-seven years ago I came fresh from the imperial jails of Napoleon III, to find in New York that there was another way of living, and a much better way.

"I was, in that happy time, a young man of some imagination who thinks everything is possible to him. There is no hard task.

"What men for hundreds of years and thousands of years have been trying to accomplish—and failed—he can do.

"He has the heart, the mind, the knowledge, and he can do it. "So I brought this fresh outlook here. I don't know whether it has been appreciated. I have never been assured of it.

"But I looked around and I learned what Europe had not taught me—to help myself."

In these words the "Tiger of France" was summarizing his recollections of the formative period of his life—the years of early manhood, from his twenty-fifth year to his twenty-ninth, which he had spent in New York.

From New York M. Clemenceau ranged over a considerable part of America.

But New York was his home. In New York he wed the wife of his youth. In New York he exercised the prerogative of youth when a man thinks that "everything is possible to him."

It was the "imperial jails" that drove him to New York. It was from the prison of Mazas that the young man of twenty-five arrived at the Battery in 1866.

A graduate in medicine, after long study under Dr. Robin, then one of the leaders of the profession in France, Georges Clemenceau undertook to shout "*Vive la Republique!*" under the long nose of Louis Napoleon, who was then Napoleon III.

The event was quickly followed by a term in Mazas Prison. Other terms in Mazas stretched out in the indefinite perspective, so long as Clemenceau felt moved by the impulse to shout "*Vive la Republique!*" under the imperial nose—and all Paris, like all France, was under the imperial nose.

A rapid calculation convinced the "young man of some imagination" that jail was not an appropriate place in which to practise medicine.

It was this discovery that brought him to New York under full stress of steam.

One trouble with New York, as Clemenceau saw it, was that men—and very seldom women—drank mainly "hard" stuff, and the "hard" stuff was either rye or Bourbon whisky. According to this recorder:

Wine there was none or next to none. A gentleman of the old school whose descent now lives in the block fronting Washington Square, between the head of Fifth Avenue and the beginning of University Place, was among the first New Yorkers to keep wine in his cellar.

That made him a pioneer among *bon vivants*.

But Clemenceau, true to the traditions of his country, which drinks constantly but is never drunk, made a wry face at whisky. He wanted milder stuff.

It was at Pfaff's he found it—"bock" or German beer, imported from Germany. It was at Pfaff's that he found other attractions, such brilliant Bohemians as Charles G. Halpine and Fitz James O'Brien.

These dwellers in the land of glorious dreams translated into vigorous action, received him with open arms. As republicans they understood his point of view and applauded his shouts of "*Vive la Republique!*"

He had not been long a New Yorker when Clemenceau began to write for the Paris press.

One of his fugitive contributions to the French press in New York arose and tapped a member of the staff of *Le Courier des Etats Unis* on the nose a few hours after M. Clemenceau's second coming to New York, the eve of last week.

This French reporter was sent to welcome M. Clemenceau in behalf of his paper—the oldest French paper in New York and one of the oldest in any language—and to ask him for a message to the French people in America.

"A message, hein?" pondered M. Clemenceau, reflectively tugging at his snow-white flowing mustache.

"Why, my friend, I sent your paper a message about—let me

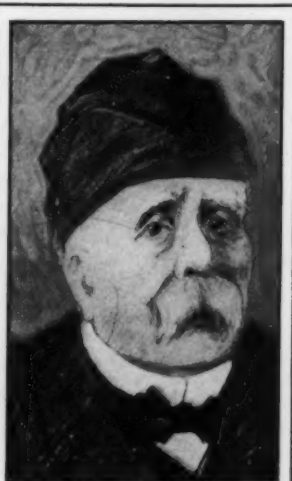


Photo from Underwood & Underwood.

**AND AT EIGHTY-ONE.**

No one denies the strength in the face of the battle-scarred veteran of to-day.



# Winter Troubles

come from "GIVE ME A QUART OF OIL"

How to safeguard  
your engine

**C**OLD WEATHER! What makes starting so difficult? Perhaps incorrect lubrication is adding to your winter engine troubles.

True: the engine is cold. True: gasoline vaporizes more slowly in cold weather. Lubrication won't help these conditions.

But scientifically correct lubrication is of special importance in winter. The grade of Gargoyle Mobiloil specified for your car will assist you to start your engine more quickly and with greater protection than inferior oils possibly can.

Why? Because every winter requirement of your car was studied and provided for when the Vacuum Oil Company's Board of Automotive Engineers prepared the recommendations which you see in the Chart.

Winter factors are: the design and construction of the engine—the type of lubricating system—the location of the oil pump—the size and mesh of the oil screen—the size and possible exposure of the oil piping.

## Get economy All Winter

The grade of Gargoyle Mobiloil specified for winter use in your engine begins to circulate when the engine starts. Quicker starting and full protection are assured. This quicker starting lessens the drain on your battery. You do not need to use the choker so much—and thus the oil is not so quickly diluted with raw gasoline.

To get this thorough protection against winter engine troubles we suggest that you draw off all old oil while the engine is warm. Do not flush with kerosene. Then re-fill to the proper level with the correct grade of Gargoyle Mobiloil.

**IMPORTANT:** Many cars require more fluid oils in winter than in summer. Where such change is necessary you will find it plainly indicated in red on the partial Chart shown at the right. If your car is not listed in this partial Chart, the dealer from whom you buy Gargoyle Mobiloil can easily tell you the correct grade from his copy of the complete Chart.

## Protect yourself against By-product Oils

Of course, oils which are by-products in the manufacture of gasoline cannot give you the fullest protection against winter troubles.

So, make sure that you see the red Gargoyle and the full name—Gargoyle Mobiloil—on the container when you buy lubricating oil. Then you will get oil which is made only from crude oils specially selected for their lubricating value.

## Chart of Recommendations

(Abbreviated Edition)

THE correct grades of Gargoyle Mobiloil for engine lubrication of both passenger and commercial cars are specified in the Chart below.

A means Gargoyle Mobiloil "A"  
B means Gargoyle Mobiloil "B"  
BB means Gargoyle Mobiloil "BB"  
C means Gargoyle Mobiloil "C"  
Arc means Gargoyle Mobiloil Arctic

Where different grades are recommended for summer and winter use, the winter recommendation should be followed during the entire period when freezing temperatures may be experienced.

This Chart of Recommendations is compiled by the Vacuum Oil Company's Board of Automotive Engineers, and represents our professional advice on correct automobile lubrication.

NAMES OF AUTOMOBILES AND MOTOR TRUCKS	1922	1921	1920	1919	1918	1917	1916	1915	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900
Alfa Romeo	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Anderson	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Armstrong	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Bentley	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Buick	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Chrysler	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cadillac	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Chrysler	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Chevrolet	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Cord	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
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see—say fifty-six years ago. It was a good article. Why did you not print it?"

Safe to say, *Le Courier des Etats Unis*, from the editor-in-chief down to the junior deputy assistant office boy, would be delighted if they could dig up that article by Clemenceau from some forgotten waste-basket.

It would indeed give the *Courier des Etats Unis* a "beat" on the country.

But the manuscript is gone. The editor who rejected it is gone. The waste-basket that gave the contribution a temporary home is gone. The man who emptied the basket and lost Clemenceau's republican pleas is gone.

Only the *Courier des Etats Unis*, of all the actors in the little drama, besides the octogenarian with shining sword and fiery eyes who is fighting the battle of republican France against the world, remains.

While he was thundering at the strangler of the republic, the cub who was destined to grow into a Tiger—a Tiger that tore at the vitals of an Empire and organized victory—was practising his profession in the house now vanished at the corner of 12th Street and Greenwich Avenue. It is recorded that:

Patients—especially patients from the French colony—passed in increasing volume under the shingle hung over No. 214 12th Street—or was it 216?

Patients came, but payments lingered. And the Clemenceau exchequer withered—and the bills were more and more.

So young Clemenceau, an intellectual appearing youth with a full dark beard and a good dresser, cast about him for means to balance the budget.

A survey of ways and means pointed to two methods—alternative or coincident—lecturing and teaching.

So he started on a lecture tour. Such a tour would be of double benefit to him, for the young French aristocrat, who had made his home in a country where every man helped himself, was learning the lesson that was seldom learned in the state of European society to which he belonged.

He was learning to "help himself," as he put it in his great address in the Metropolitan Opera House the other day.

On his lecture tour he had much to offer his audiences. He told them of French art, of French letters, of French drama, of French life and of the imperial incubus that was weighing heavily upon France. For his heart was always with France—always with France.

A time was coming, and it was near at hand, when another figure would share that ardent heart with France—the figure of a woman, an American woman. Her footsteps even then were upon the threshold of the young man's life.

An old French physician who knew him in those early days thus expressed himself several years later as to the intellectual status and personality of his young colleague who was finding the practise of medicine hard sledding:

"He was one of the brainiest young men I ever knew. He came to this country without money or friends, and by his own exertions supported himself and made a good reputation, too.

"He never wasted a moment. He parcelled out his time so that he could devote so many hours to teaching, so many to study and so many to literary work and the study of our institutions.

"He wrote on all sorts of subjects. He corresponded regularly with one of the Paris newspapers. He wrote essays and speeches, and he also translated into French John Stuart Mills's 'Auguste Comte and Positivism.'

"He took a deep interest in all our institutions. He visited the courts, the prisons, the forts in the harbor, and studied with great diligence our system of government.

"He was particularly interested in studying the conditions of the poor. He was an omnivorous reader, and in the four years he remained in this country he gained a very deep insight into the American plan of conducting a republic.

"He went as far south as Richmond. He told me the recollections of the war haunted him, and he could not bear to go further.

"The West impressed him deeply. He spent a month in Chicago, and the bustle and activity of the busy Western men and women impressed him favorably."

Such was the young man who finally took down his shingle as a physician and took to teaching and writing. It was at Miss Aiken's Seminary, a "select young ladies' institution" in Stamford, that he got his first opportunity to practise his second profession. There—

It was that his fate met him in the attractive person of Miss

Mary E. Plummer, who had been born in Springfield, Massachusetts; whose father had died in Wisconsin, when she was a young girl, and who had come to New York to make her home with an uncle.

Clemenceau appears to have found his young pupil irresistible "at first sight," as the novels would put it, and there are unmistakable evidences that she found the young French tutor equally difficult to resist—at least in the long run.

The unexpected situation was aggravated by the fact that social duties, in addition to his purely professional function, began to devolve upon the young teacher as his qualifications became better known to Miss Aiken.

Many were the stately dancing turns that tutor and pupil took together.

Soon the mutual attachment reached the point of intensity where it could no longer be denied or ignored.

The uncle in New York intervened. Young Clemenceau mourned inconsolably, as is the way of serious youth, and Eugene, as he called himself then, was nothing if not serious.

But withdrawn from daily companionship with her devoted lover, Mary Plummer found it impossible to forget the French tutor. Neither did the French tutor find it possible to forget the New England girl who so often had studied with him, so often felt the cool breeze of a breathless gallop upon her cheeks, as she rode at his side.

So with the same impetuous energy he had displayed in all his other affairs Clemenceau set himself intensively to the task of overcoming the family opposition.

The story was told many years later by Dr. Henry E. Guilbe of Stamford, house physician at Miss Aiken's Seminary, that the young pair appealed to the guardian uncle for permission to join their destinies.

The guardian uncle wrote his niece a note in reply which was couched in such plain language that Clemenceau tore it to bits with a display of anger when the young woman showed it to him.

Then they began to plan an elopement. The plans were completed on the occasion of the annual trip at the closing of the study year of the entire school to New York, where they had dinner at the St. Denis, which was to be followed by everybody at a theater.

It is related that Clemenceau and Miss Plummer had agreed upon a signal, which should summon them to leave the dinner table for a final consultation.

The signal was to be a sharp rap with a knife on the table, thrice repeated, by Clemenceau.

Clemenceau gave the signal, Miss Plummer withdrew from the room and met her lover in the lobby. And in half an hour followed the trip to City Hall and to the beneficent Mayor A. Oakey Hall.

Clemenceau was content with the civil ceremony alone. But, to soothe the bride's susceptibilities, they underwent a religious ceremony soon afterward. This was in 1869, when portentous events were shaping up on the Franco-Prussian frontier.

Even in the engrossment that is inseparable from the rosy atmosphere of a honeymoon, the future "Father of Victory" turned a sensitive ear to the ominous sounds that were proceeding from the fateful frontier. And soon:

The events that held decisions of destiny for the world began to develop in sharper outline, and the curtain rose on the great drama which was to find its prolog at Sedan in 1870, its opening act in the Hall of Mirrors at Versailles in 1871, and its momentous epilog in the same historic chamber in 1918.

It was in this epilog that Clemenceau was destined to play the most conspicuous, if not the most imposing part.

When the throne began to quake under Napoleon III, Georges Clemenceau in New York forgot New York, forgot perhaps even his young and beautiful bride, for the time being.

His mind and his heart flew to France, which he had been compelled to leave, so long as its destinies were controlled by the nephew of the Corsican adventurer who has become a tradition in France.

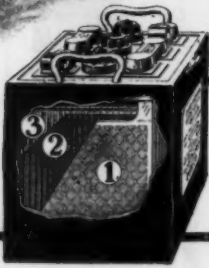
So, in the year 1870, big with fate for millions of human beings and for the whole world, Clemenceau and his American bride made their trip to France a honeymoon voyage.

In the light of these events, which were awaiting him at the end of the passage from New York to France, it is possible to visualize the world of meaning to which Clemenceau, on his second coming to New York, gave utterance when he said in the Metropolitan Opera House on the occasion of the delivery of his message to America:

"And now, like the pupil who comes back to his teacher and has gained experience, I come back, and it is very different. I come back with changed ideas and to express my thanks for the good, practical education that I received."



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## "WHEN THE BLIND LED THE BLIND"— A "LIGHTHOUSE" INCIDENT

THREE TIMES the little nurse had tried to secure an interview with the Lighthouse Keeper for a blind man whom she had watched over ever since he had lost his eyes and his right arm. There seemed many of these blind and maimed sufferers in the experience of Winifred Holt, an American girl, leader of a movement for the care and education of the blind, of which several "Lighthouses" here and in Europe are the outward symbols. Miss Holt tells many "true stories of heroic blind men and women," in a book which she has just published, called "The Light Which Can Not Fail" (Dutton). Of this particular man, who had not only lost his eyes, but his right arm, and all hope and interest in life also, she writes:

I was in the Lamp Room when the blind man entered, flanked on either side by an *infirmière*. The three sat down, facing me, and the two nurses began talking simultaneously in high-keyed voices. They spoke of the soldier as if he were not present. "He is discouraged. He will do nothing. He does not wish to live. Will you help us?"

Between the two shrill-voiced women sat the blind man. He was about twenty, with thick black hair which curled at the ends, and broad shoulders drooping pitifully toward the stump where the right arm had been, as if the whole body had lost its balance for lack of the limb blown off. The face was badly scarred, and the eyelids, red and disfigured, failed to cover completely the empty eye-sockets. The whole personality of the soldier breathed revolt, and dogged indifference to anything else.

The women continued to talk, and as I looked at the helpless man before me, I became almost hypnotized by their reiterated foolish remarks and the soldier's mutilated eyes, which gave me a weird feeling, as if the poor man were somehow looking at me and asking for help.

I sent for the Director and suggested that he take the ladies for a walk in the garden and a thorough inspection of the Lighthouse. Left alone with my blind soldier, I turned to my task. To my questions he would only answer: "*Je ne veux pas*." I tried the usual ways of interesting the newly blind with games. All my attempts only made him restless and irritated him the more. But there was a sudden change when I handed him a flower. His nervous fingers merely clutched the stem and he said with a smile, "This is a pink. You see I was a florist." His quickness of recognition was almost uncanny. I handed him statuettes and other objects. He barely touched each, and with electric swiftness told me what was before him. Despite his suffering he was full of life, quick to perceive and recognize whatever met his fingers. I tried again to penetrate his reserve.

"What is it? Tell me honestly, my friend? I am used to sorrow." "I do not want to live." "Is it your eyes?" I queried. "No." "Your arm?" "No." "Then, it is a woman. Tell me all about her." "Well, you see, of course, as I am, I could not marry and I won't live. There's no use. I hate life. I hate myself. I loathe everything!"

It would be difficult to tell how we became friends, but we did, and quickly. Still, he remained in despair. All my devices had failed. Suddenly, I bethought me of another man who had lost his eyes, his right arm, and everything he cared for in life—the counterpart of this poor newcomer. We had found him in a revolt and despondency which seemed hopeless. "He is in the Lighthouse now," I thought, "taking a lesson. I will get him to help." I told my visitor I wanted to introduce him to one of my friends.

This other one-armed blind man, confided to me by a French doctor, had been in the Lighthouse but a short time, and only during the last few weeks had found his own balance. It was a great risk to hand over my task to such a substitute. But a man's future was at stake, and I must take the risk. I went out and found the blind pupil. Telling him briefly the story of the miserable boy in the Lamp Room, I asked him if he could help.

Holding himself very erect, with a cane in his articulated false arm, the blind man who had found light met the blind comrade who still sat in darkness. They groped to find each other, and I put their poor remaining hands together.

The happy blind man said cheerfully: "You see, it is curious, but we are in exactly the same predicament. I have lost what you have lost, and at one time I was as unhappy as you probably are now. I didn't want to live, and it was three whole months before I could learn to read. But now I never go to bed without reading a few pages. It is good. It gives you something to think about. I have just come from my commercial course, which is tremendously interesting."

Officially, I had left the room, but, unofficially, I felt it my duty, considering the dangerous equilibrium of the two men, to

supervise their interview. It was a revelation of the strength and tact of our blind pupil. He quickly met the newcomer in argument at every point, and won. At last he came to the heart of the matter.

"May I venture to ask whether you are married?" "No," was the sullen answer. "Engaged, perhaps?" "No," fiercely. "Well, I was," said the pupil-teacher, "but I refused to marry the woman I loved when I found what a handicap I should be to her. She remained faithful, but I was firm. But, now that I have begun to find the light, I feel that I have a career before me, and I am confident that before long I shall be in a position to marry. We blind men need to be married. We require more than other people a friend who is interested in our future, and who will help us in our career, a real friend and a counsellor."

Then very deftly, like a skilled statistician, he drew up a census of the probable proportion of men and women in each community after the war. "For, example," he said, "I live in a small village. There are nineteen young girls there, and, if all goes well, after the war there will be two marriageable men. I am counted in this number. Did you ever hear of a woman who did not wish to marry?" "No," said the other. "Well, is there anything to be ashamed of in our wounds, if we do the best we can to reeducate ourselves and to become efficient?" "I suppose not," was the sullen answer. "Very well, then; hurry and learn to be self-helpful. You will find, so great is the heart of woman, that you will not be a drag on the market."

The listener had sat with his huge shoulders crouching forward disconsolately. As the bright prospects of matrimony were opened up by his companion, he slowly straightened himself. At the end he sat erect, young, calm, almost confident.

"Have I made everything clear to you?" said the other blind man. "It is not impossible to look facts in the face. Now I should very much like to show you my writing-machine. Will you come with me and look at it?" "Yes, I should like to see it," said the other. "It is convenient," continued his mentor, "for blind people always to be supervised. My typewriter permits me to write directly to my friends. I direct and seal my envelopes, and then, in a casual fashion, ask any one to read the address. They do not know who has written the letter. They may think I am posting a letter for a comrade. But I learn whether I have written the address correctly and make sure that my letter will reach its destination."

"A splendid idea," said the new pupil. Listening carefully, I detected a note of hope in his voice, and began to fancy the composition of a *billet-doux* to the lost fiancée when the ex-fiancé should have mastered his typewriter with the fingers of his left hand.

Both blind men rose. The teacher-pupil is now doing important, self-supporting work. He has made several admirable inventions in tools and machinery of service to the blind, has learned to speak English and Spanish, which, as it is the language of love, he will probably use with his new wife.

The one-armed blind florist was last seen cheerfully knitting and earning money zealously by his quick machine. He worked with such enthusiasm that evidently the truant fiancée has smiled again on her heroic suitor. I officially appeared. "Well, friends," I asked, "shall we go down and look at the machines?" "With pleasure!" said the new recruit for light.

"What have you done?" exclaimed the chattering nurses, returned from their tour of inspection.

"Nothing," I answered. "But our pupil has put your patient's feet on the path that will bring him to the light."

Paris, 1917.

There are nine of these "Lighthouses" now in operation in various parts of the world, we are told in an appendix to Miss Holt's book, beginning with "Lighthouse Number 1" (The New York State Association for the Blind), which was opened by ex-President Taft in New York. "A Handbook for the Blind and Their Friends" is included in Miss Holt's large new volume, much of it pointing the moral brought out by her story, quoted above, of the man who was blind and maimed. Preparation for blindness, if the loss of sight is seen to be inevitable, is part of the work done in these Lighthouses. Miss Holt includes two brief and significant incidents from "Lighthouse Number 1," in New York City:

A blind writer came to Lighthouse Number 1. His eyes looked normal. "I have come to help and to be helped," he said, "I shall be blind before the year is out. Please teach me how to be blind before the curtain falls." We did, and he is now, the totally blind, in charge of a Lighthouse.

A woman, to make ready for her oncoming blindness, bound her eyes and went about her household duties, so that when she could no longer see, she was still able to carry on her usual life much as before.

# WINTER • TRAVEL • AND • PLAYGROUNDS

## THE QUEST OF WINTER EASE

**A**S MAN LATELY IMITATED THE BIRDS in his ambition to travel through the air, so in an earlier day he patterned himself after them, we are told, when he began to move southward in quest of winter ease. The birds first noticed the speedier retirement of the sun and the progressive shortening of the days long before the end of the year. They hopped higher in their dwelling-places among the trees to have more benefit of sun, but its light and heat were drawn away more and more day by day. Finally, they set out in pursuit of the sun and found its warmth and geniality anew in distant climes. For a long time, travel-talkers tell us, man merely rhapsodized about the waning year and wrote poetry to the fugitive songsters. Then some who cared nothing for poetry but liked facts and warm weather began to venture forth on the trail of the birds; and this, it would appear, is the genesis of that great migration of people each year which has resulted in the establishment of winter colonies in all parts of the globe.

Cities have sprung up as if by magic in wildernesses and along barren shores that had been shunned for centuries by wary mariners. The ancient instinctive spirit of adventure and exploration was rekindled among humanity, and the voyage and journey, at one time possible only to those of ample means, have become a possibility to the many of varying degrees of wealth and leisure. Some travel for rest and recuperation only, while others set forth with a kind of double purpose of business and enjoyment. Nor do they all move in the same direction toward lands where it is summer when the northern areas are wrapt in the snows of winter. Certain constitutions find winter ease not in the relaxation of warmer climates but in the more rugged tests of northern regions. But whether the movement is toward the north or toward the south, movement there is and it grows to greater numbers each successive year. But however high an increase appears in the migrating population of winter the multiplicity and variety of resorts at their disposal seems to keep even pace with it. In the following record from the latest and most authoritative sources of travel information will be found full proof of this assertion.

### WINTER SPORTS IN THE NORTH

Just as European winter tourists frequent not only the warm shores of the Riviera but the snow-clad mountains of Switzerland, so in our own country winter recreation is divided between the tropics of Florida and the frosty Adirondacks, New England and Canada. To many hardy souls there is joy in the tang of frost-laden air; in the jingle of sleigh-bells; the glisten of snow-crystals. To these adherents of Jack Frost a day spent with snow-shoes, skis, toboggans or skates and followed by a roaring log-fire is the acme of mid-winter recreation. Mid-winter carnivals at Canadian cities are long established events, and now the winter sports at Lakes George and Saranac, hunting the Yule Log by members of the Lake Placid Club in the Adirondacks are fixtures, while in New England these sports are growing in favor each year. Denny B. Goode, Manager of the Tourist Bureau of Boston, writes us: "Just a dash of psychology, a bit of initiative and a good deal of common sense and human nature have suddenly transformed the New England winter that was cold, bleak and inhospitable into the most joyous season of the year. No longer is it a season to be dreaded but rather to be looked forward to with eager and pleasurable anticipation. . . . The New York Rotary Club has arranged for an outing next January for 200 of its members and their wives to resorts in the White Mountains. A similar carnival is planned by the Boston Rotary Club. The presidents and secretaries of the fifty-odd New England clubs and their families will enjoy an extra three-

day winter outing at Claremont, New Hampshire. Many other New England clubs are planning such outings. The Boston Chamber of Commerce will repeat its four-day outing of last January in the White Mountains. . . . The Appalachian Mountain Club has arranged for five such excursions for its members, scattered throughout the winter, and in various sections of Maine, New Hampshire, Vermont and Western Massachusetts. One hundred and ninety-six members of The Ark Builders of Boston were registered in last year's party, and more than 500 have applied for reservations Christmas week.

"More than sixty New England resort hotels kept open last season for winter business and this year they will number eighty-nine. Railroads cooperate by giving reduced rates for large-party movements. Hotels provide the necessary pungs and toboggans, and usually skis. Patrons usually provide their own snow-shoes and skates. Hockey equipment, curling and other ice paraphernalia, including huts and lines for ice-fishing in the lake region, are provided by the hotels. One of the spectacular events of last season was a dog-team race of 130 miles, negotiated in three days. Light-harness horse-racing on ice is another favorite pastime. Costume carnivals are popular."

One of the most popular winter resorts of New England is that of Poland Springs. Throngs of winter visitors gather here for winter sports particularly during the Yuletide season and the February holidays.

### VACATIONS IN THE SOUTHLAND

For those who prefer either a moderate or tropical climate for their winter vacations there are innumerable resorts in the various regions of the South. Indeed, before we even enter the Southland there are Atlantic City with its sky-scraping hotels and incomparable Boardwalk; Lakewood in the Pine belt of New Jersey and Washington, that fascinating gateway to Southern playgrounds.

We have not far to go in the Southland before we encounter some of its varied treasures for the winter vacationist. An overnight steamer trip from Baltimore or from Washington down Chesapeake Bay brings us to the mouth of the historic James, of all Southern rivers perhaps the most interesting. An excellent picture of this historic river of Captain John Smith, Pocahontas, Rolfe, the ruins of ancient Jamestown and the stately mansions of Berkeley, Shirley, Westover, Brandon and others is given by Frank and Cortelle Hutchins in their volume entitled "House-boating on a Colonial Waterway" (L. C. Page & Company). "—that Nestor of American rivers! When is the James to find its rightful place in American song and story? Our oldest Colonial waterway—upon whose banks the foundations of our country were laid, along whose shores our earliest homes and homesites can be still pointed out—and yet almost without a place in our literature. Other rivers, historically lesser rivers, have had their stories told again and again, their beauties lauded and their praises sung. But this great pioneer waterway, fit theme for an ode, is to-day our unsung river."

Richmond on the falls of the James is certain to appeal to the tourist. "The charm of Richmond is cumulative," says John T. Faris, author of "Seeing the Sunny South" (J. B. Lippincott Co.). "To see it once is to admire it; to see it a second time is to rejoice in it; to see it a third time is to love it."

In the heart of the Valley of Virginia on the Norfolk & Western System are those subterranean wonders, the Luray Caverns, containing three miles of glittering and varicolored stalactites and stalagmites in amazing variety of formation. Other wonderful caverns in this region are worthy of inspection, notable among them the Shenandoah Grottoes, midway between Mt. Jackson and New Market on the New York to Atlanta Highway and Harrisonburg Branch of the Southern Railway System.

Another scenic wonder in the Shenandoah Valley, one famous since it was visited by George Washington and purchased by Thomas Jefferson, is the Natural Bridge, a rocky span of ninety feet, two hundred and fifteen feet high. Jefferson styled it "the most sublime of Nature's Works," and generations of tourists have journeyed across mountain and through valley to see it. This region now included in the Natural Bridge



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### TEMPERATURES Average for the Coldest Month

CALIFORNIA	EASTERN	CENTRAL
Eureka 47°	Boston 27°	Chicago 24°
San Francisco 50°	Baltimore 33°	St. Louis 31°
Los Angeles 54°	W'm'g't'n 46°	Memphis 40°
San Diego 54°	Savannah 50°	Vicksb'rg 47°

### Average for the Warmest Month

Eureka 56°	Boston 71°	Chicago 72°
San Francisco 59°	Baltimore 77°	St. Louis 79°
Los Angeles 73°	W'm'g't'n 79°	Memphis 81°
San Diego 69°	Savannah 81°	Vicksb'rg 80°

### PRECIPITATION (in inches)

#### Winter Monthly Average (Dec. to Apr.)

Sacramento 3.07	Boston 3.66	Chicago 2.33
San Francisco 3.55	Baltimore 3.39	St. Louis 2.94
Fresno 1.39	W'm'g't'n 3.29	Memphis 4.91
Los Angeles 2.56	Savannah 3.23	Vicksb'rg 5.34

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Golf every day, hunting, motoring, hiking, horseback riding, trips to Old Mexico, hundreds of new experiences await you. Tucson is a modern city of 25,000, with clubs, good hotels, charming homes, excellent schools and churches. Rents are reasonable. A modest income will command every pleasure and care.

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## WINTER TRAVEL AND PLAY- GROUNDS—Continued

National Forest is reached by the Norfolk & Western System.

On the southern slope of the Greenbrier Mountains in West Virginia, at an altitude of 2,000 feet, surrounded by forest and stream is that historic resort of the South, White Sulphur Springs, "Old White," in the affectionate designation of generations of visitors from the days of Henry Clay, Rufus Choate, Willard Fillmore and the Prince of Wales, down to our own day when magnificent modern hostelries welcome the motorist or the Pullman passenger over the Chesapeake & Ohio System.

In the early days of the Virginia Colony the Hot Springs of Virginia also became famous for their curative properties. In the midst of forest-clad mountains, 2,500 feet above sea-level their surroundings are equally as delightful as those of their neighboring resort, White Sulphur. Trails and bridle-paths extend through the Blue Grass Mountains and so favorite is horseback-riding that two hundred head of saddle horses are maintained for use in the height of the season. Excellent golf-courses are available. These springs are also on the line of the Chesapeake & Ohio.

West of the Cumberland Range in north-central Kentucky about one hundred miles south of Louisville is a region described by John Muir in his early days as consisting of "—lofty, curving ranks of swelling hills . . . concealed valleys of fathomless verdure and . . . lordly trees with the nursing sunlight glancing in the leaves upon the magnificent masses of shade embosomed among their wide branches."

Besides the pleasing scenery two points of interest invite tourists—the Mammoth Cave, greatest in the Green River region of numerous caverns, entered through a seventy-foot arch and containing 150 miles of marvelous avenues; secondly the memorial to Abraham Lincoln, surrounding his log cabin birthplace near Hodgenville. Visitors by rail to Mammoth Cave take the Louisville & Nashville route. Hodgenville is reached by the Illinois Central System.

If we continue to the winding Ohio, cross it and leave the South for a short digression into the southern valley of Indiana we come to French Lick Springs with its three famous sulfated-sulfureted-alkaline-saline springs, Pluto, Bowles and Prosperpine. Scientific internal treatment and baths are provided at one of our most imposing resort hotels. French Lick is on the Southern Railway and Monon Route with connections with the Baltimore and Ohio, Pennsylvania and New York Central Systems.

Continuing west from the base of the Blue Ridge in Tennessee a short journey brings us to the Chickamauga-Chattanooga National Monument encircled by the great bend of the Tennessee River and watched over by Lookout Mountain, Signal Mountain and Missionary Ridge and marking one of our most famous battle-fields.

Shiloh National Monument commemorating the famous battle-ground is near Corinth in Mississippi on the Mobile and Ohio, Illinois Central and Southern Railway Systems.

Of all the Southern States few offer a greater diversity of attraction than North Carolina with its deeply indented, lagoon-fringed coast-line, its Long Leaf Pine Belt near the seaboard, and its magnificent Western mountain scenery. There is also much historic ground here, for the people of North Carolina were a tower of strength in the days of the Revolution.

In the famous Long Leaf Pine Belt of the Carolinas, noted for its healthful surroundings and climate, which resembles September in New England or October of the Middle Atlantic States, are located celebrated Southern resorts. Between these resorts

and the sea lie vast acres of Long Leaf Pine forests through which breezes from water warmed by the Gulf Stream, flowing close to the Carolina shores, are balsam-flavored.

Foremost among these resorts is Pinehurst, not only the winter golf center of the South, but of the entire nation as well, for here gather during the winter months all the bright stars of golfdom and hundreds of amateur adherents of Colonel Bogey joining in a continual round of tournaments over the four superb eighteen-hole courses.

Golf, however, is by no means the only recreation at Pinehurst. There are excellent facilities for tennis and trapshooting. Championship trapshooting matches are held each winter. Hunting and horseback-riding are much in favor and there are numerous inviting trips by motor.

The village itself, exquisitely designed by Frederick Law Olmstead, the famous landscape architect, with its streets flanked with holly, cedar and magnolia and its exceptionally tasteful and rapidly growing cottage colony, with ample hotel facilities for the transient visitor, is in itself one of the delights which winter tourists here experience.

Not far south from Pinehurst is another favorite resort of golfers and sportsmen, Southern Pines. Here, too, are excellent golf courses, a hunt club, country club and rapidly growing cottage colony. Canoeing on the picturesque Lumber River is a favorite pastime.

In western North Carolina extending over slightly into Tennessee, Georgia and South Carolina is that mountain labyrinth termed "The Land of the Sky," including the grandest scenery of the South. It is a vast tableland between the summits of the Great Smokies and the Blue Ridge, with skies so blue and air so clear that the region is designated also "The Sapphire Country."

"It is a labyrinth of brawling brooks and leaping rivers," says John T. Faris in his appreciative description contained in his book, "Seeing the Sunny South" (J. B. Lippincott Company), "that come from the springs on the mountain-side, flow restlessly along valleys and gorges, and force their way through rocky barriers in titanic gaps. It is a great park where grows nearly every variety of wood known east of the Rocky Mountains, as well as a bewildering array of plants and shrubs—ferns in bountiful profusion, laurel in groves, rhododendron in thickets, azaleas in numbers undreamed of. It is a hunting-ground where the sportsman will leap for joy, and a fishing territory of boundless wealth. It is a vast pleasure area of such infinite variety and compelling charm that it seems strange its fame does not draw a hundred people for every one who now enters its borders. It is a compact area of a few thousand square miles where there are peaks yet unclimbed, gorges still unknown to the explorer, valleys hidden away among the mountains and visited only by a few."

To quote the conservative United States Geological Survey, "288 peaks exceed the height of 5,000 feet and 27 peaks have an elevation greater than Mount Washington (6,293 feet) . . . the scenery is the grandest in the Southern States. . . . As one ascends Roan Mountain or Grandfather Mountain, or passes through Hickory Nut Gap, he is strongly reminded of the scenery of Switzerland, and might well imagine that he was on the Rigi or the Pilatus."

"Congress has set apart," writes Mr. Faris, "as the Appalachian Park Reserve a region to which Asheville is the gateway, has created nine or ten national forests—of which the Boone, the Mount Mitchell, the Pisgah, and the Nantahala are in North Carolina—and is carrying out a program of road construction that will, in time, afford access to spots that now are remote and difficult of approach.

"Asheville, Queen of the Land of the Sky, has no off-season; in winter and summer alike it welcomes throngs from the North and from the South who delight in its situation, and in the multitude of roads and trails that take off into the wilds as well as

into regions where those go who wish all comforts as they travel."

There are numerous rail approaches from nearly all sides of this scenic wonderland, the more important centering upon Asheville, which may be termed the capital. From north, east, south and west divisions of the Southern Railway System and its feeders penetrate the region. From New York and Washington the route of through cars to Asheville is via Salisbury, Hickory and Marion. Another division leaves the main line at Spartanburg, reaching Asheville via Tryon, Hendersonville and Biltmore. From Hendersonville is a branch into the Toxaway Country. The Southern Railway's western approach to Asheville is via Knoxville, Morristown and Hot Springs through the valley of the French Broad.

With Asheville as the social, commercial and tourist center other important resorts include Hendersonville, commanding a vast mountain panorama; Tryon, in a region of forests and waterfalls; Brevard, with its trails through the Toxaway country; Lake Janaluska, cradled high in the mountains; Waynesville, 2,600 feet above sea-level; Hot Springs, whose waters are famous since Indian days; Mt. Mitchell Station, from which point ascent is made of this the highest mountain east of the Mississippi; Hickory Nut Gap, with its surpassing scenery, and Hickory, point of departure for Bowling Rock and Grandfather mountain.

Winding through the heart of these mountain fastnesses is the rail highway of the Carolina, Clinchfield and Ohio Railway, known as the "Clinchfield Route," extending from Johnson City (Southern Railway) to Marion and Spartanburg. This route bridges seven rivers and penetrates 55 tunnels, attaining a maximum altitude of 2,600 feet. Altapass and Unka Springs are attractive mountain resorts.

Some of the wildest and grandest scenery of the entire region is that traversed by the East Tennessee and Western North Carolina Railroad and the continuation of the Linville River Railway known locally as "the narrow gage," pushing its way through mountain scenery unsurpassed east of the Rockies. Johnson City (Southern Railway) to Pineola, Linville and Boone. Roan Mountain, Elk Park and Linville are ideally situated resorts.

Of these two routes Mr. Paris goes on to say:

"Those who wish to steal into the heart of the mountains from a new direction should start from Elkhorn City, Kentucky, close to the border of Virginia, on the delightful Carolina, Clinchfield and Ohio Railway. The route leads across the Cumberland Mountains, and then through the Clinch Mountains to Johnson City, Tennessee, where the East Tennessee and Western North Carolina Railroad and the Linville River Railway may be taken to the left, or the journey may be continued on the Clinchfield road. If there is time, both roads should be used; it is impossible to choose between the visions that greet the passenger along these routes. The Clinchfield road keeps close to the rugged trail of Daniel Boone, first along the Nolichucky River, then up the narrow gorge of the Doe River. The road to the Linville River passes at once into historic ground. For ten miles from Johnson City the way is along the Watauga River, coming at length to Elizabethton, where Andrew Jackson, under a spreading sycamore tree, held the first sessions of the Supreme Court of Tennessee. . . . Then comes the great gorge where the Doe has cut its way through the rock to a depth of hundreds of feet . . . far above the Doe. Roan Mountain, on the border between North Carolina and Tennessee, lifts its bald top, marked by the absence of the trees that clothe it almost to the summit. . . . Much of the country is as wild as it was in the days of the wilderness-breakers who pushed through these mountains on their triumphant way to Tennessee and Kentucky."

South Carolina has many attractions for the winter vacationist.

Of historic Charleston, one of the South's

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## WINTER TRAVEL AND PLAY- GROUNDS—Continued

oldest cities, with its historic forts and churches, its charming Colonial residential districts, its East Battery facing the sea, and in its environs the beautiful Magnolia Gardens, the Isle of Pines, an entire book might be written.

Camden is noted for its gardens, imposing Colonial homes and excellent tourist hotels. Two 18-hole golf-courses, fox-hunts and saddle-horses help to provide recreation here.

Aiken is socially one of the most brilliant of our Southern resorts, and its stately homes and hotels are famous. Golf, polo, fox-hunting, riding and motoring are favorite sports.

Its neighboring city, Augusta, on the Savannah River, just across the State line in Georgia, with its country club, palatial hotels and numerous recreation facilities, is another old favorite with winter tourists. For a hundred years Augusta's resort colony on "The Hill" has represented one of the South's most aristocratic places of sojourn.

If the southern trip includes Atlanta the tourist will enter one of those cities of which the South is most justly proud, well built, healthful and with pleasing suburban territory. Visitors to Atlanta should not miss the fifteen-mile trip from the city to Stone Mountain, on the monolith of which Gutzon Borglum is carving in colossal proportions figures of a marching army, in memory of the South's dead in the Civil War.

Continuing southward into Georgia we find another coast city of unusual interest. Savannah, a city of ideal winter climate, well-kept parks, excellent drives and famous adjacent seaside resorts, and well supplied with spacious hotels.

Alabama, altho touching the coast in one small corner, has one of the most attractive of Southern cities, Mobile, described elsewhere.

At Vicksburg, Mississippi, the scene of the historic siege is preserved as one of our National Monuments.

### THE FLORIDA VACATION

The vast migration from New England, Eastern and Central States to Florida, now fully under way, flows southward through three main arteries of traffic, by rail, by motor car and by water.

Passenger service on all the trunk lines leading Floridward, whether from Eastern, Central or Middle Western points, is taxed to capacity, through trains being operated during the winter season in many sections.

Through the Jacksonville gateway enter the crack Florida trains or through Pullmans from Eastern, Central and systems Western cities by the three great Middle and their feeders—the Atlantic Coast Line, Seaboard Air Line and Southern Railway. At Jacksonville the Seaboard Air Line and the Atlantic Coast Line Systems spread out like many-fingered hands and distribute the traffic which has come south over their own and other lines to interior and west coast points. From Jacksonville the Florida East Coast System is the distributor for tourists going to Atlantic Coast resorts and Key West. A detailed outline of the rail highways to Florida appears elsewhere.

The volume of motor traffic to Florida is indicated by figures supplied by S. H. Walthall, Secretary of the Jacksonville Motor Club, based on actual month-by-month count of cars entering the Jacksonville Gateway. This count shows that for the twelve months' period 80,640 cars arrived at Jacksonville. It is believed that 25 per cent. more enter Florida by other gateways, making an additional 20,160 automobiles per year or a total of all cars coming to the State of 100,800.

This same authority estimates the average number of passengers carried per car

to be four persons, representing a total passenger traffic of 403,200.

"There are three main motor inlets into the State," says Mr. Walthall, "all via the Dixie Highway, and these three inlets are accessible from either the East or the West, the Eastern route intersecting the Dixie Highway at Greenville, S. Car., Augusta, Ga., and Macon, Ga. The Eastern Leg of the Dixie Highway leads from Asheville through Greenville-Augusta-Savannah-Brunswick to Jacksonville, and the tourist coming into Florida from Washington and desiring to reach Jacksonville over the Eastern Leg goes south from Charlotte, N. Car., via Camden and Columbia to Augusta-Savannah-Brunswick to Jacksonville. Those desiring to enter Florida via Macon, Ga., proceed west from Charlotte to Spartanburg-Greenville-Anderson-Athens-Macon-Waycross and Jacksonville. The central inlet is over this same route and going south from Ocala to Tifton, Ga., Valdosta, Ga., to Lake City, Fla. Those coming over the Central Dixie Highway from the West have the option of entering Florida either via Jacksonville or Lake City. The central route also connects with the Florida Short Route leading south through Alabama.

"Following the Dixie Highway south from Louisville-Nashville-Chattanooga-Atlanta, this route intersects with the above at Macon. South from Jacksonville over the Dixie Highway to Miami the road is all surfaced and in good condition, altho a little rough in places. From Jacksonville to St. Petersburg via Daytona-Deland-Sanford-Orlando-Kissimmee-Lakeland-Tampa, the road is all surfaced and in good condition.

"From Lake City to Tampa and St. Petersburg the first 28 miles to High Springs is graded and road passable in any weather. From High Springs to Leesburg through Gainesville and Ocala is all surfaced, a little rough in places but easily passable. From Leesburg to Auburndale a good shell and clay road, with good brick and asphalt from that point to Tampa and St. Petersburg. An alternate route more direct to St. Petersburg is offered from Ocala to Dunellon-Inverness-Brooksville-New Port Richey-Tarpon Springs-Clearwater and St. Petersburg. From Ocala to Brooksville this route is passable in any weather. From Brooksville to New Port Richey is strictly a dry-weather road. From New Port Richey to St. Petersburg is good brick highway."

Steamships operating between northern ports and Florida are heavily booked, while this ocean borne traffic is augmented by fleets of yachts and motor boats cruising to warm waters. So numerous are these pleasure craft that the U. S. Coast Geodetic Survey has issued a descriptive guide, "The Inside Pilot," supplied with charts, etc., of the route from New York to Jacksonville, 1,185 miles, nearly all the way inside land protection through canals, bays, rivers, and from Jacksonville to Miami entirely over protected waterways. To the West coast also come many boats from the Great Lakes region via the Mississippi River.

Just as with California many of the winter migrants to Florida remain there to establish permanent homes, away from zones of blizzards and worrisome coal shortages, thus contributing to the amazing increase of the State's population. For as Harrison Rhodes and Mary Wolfe Dumont say in "A Guide to Florida" (Dodd, Mead & Co.): "Florida means everywhere blue skies, orange trees, blossoming rose-bushes—in short, summer in winter."

Topographically, Florida provides a variety of attractions for the winter visitor or the home-seeker. There are the great chain of beaches and ocean, river and bay-side towns of the East Coast; the deeply indented frontage of the Gulf Coast; the interlake-river region of the central portion. With this range of natural formation there follows naturally a selection of recreation equally varied. The winter visitor may enjoy bathing, yachting, motoring, hunting, salt- and fresh-water fishing

and just plain resting amid balmy surroundings.

"Cruising in the waters of Florida," say A. W. and Julian A. Dimock in their book, "Florida Enchantments" (The Outing Publishing Co.), "is the *ne plus ultra* of outdoor life. You are in the open all day, sleep on deck at night, wear little beyond your birthday suit, and treat the water around you with the familiarity of an amphibian. The life can be strenuous enough to strain the stoutest muscles and satisfy the wildest craving for excitement, or restful to the most worn-to-frazzles nerves . . . the network of rivers, chains of lakes, beautiful Everglades and ten times Ten Thousand Islands of Southern Florida, will be all-the-year playgrounds of the coming generation."

Jacksonville, located on the St. Johns River, eighteen miles from the Atlantic Ocean, with which it is connected by a thirty-foot ship channel, is not only one of Florida's most important ports but a city pulsating with industrial and commercial activity. It is also a city of attractive home life, the average temperature being lower than that of some northern cities. The famous Atlantic Beach, reached by rail or motor boulevard, has an ocean frontage of twenty miles, with a width at low tide averaging 200 feet. Jacksonville is also the point from which tourists embark upon the famous St. Johns River trip to Sanford, or for the incomparable Ocklawaha River trip starting at Palatka and continuing twenty-five miles up the St. Johns and one hundred miles on the Ocklawaha.

Boarding the Florida East Coast train for the journey southward we come upon ancient St. Augustine, settled by the Spanish in 1565 and containing structures centuries old.

Ormond and Daytona on the Halifax River have opposite them along the shores of Pelican Island one of the most superb stretches of ocean beach in the country, the delight of motorists and bathers.

South of Daytona is the city of New Smyrna, where may be still seen ruins of the Old Spanish Mission and fort built here by the first white settlers in 1565.

Now the line skirts the shores of the Indian River through Cocoa in the heart of an orange section, Melbourne, Fort Pierce, Jupiter Island, Jupiter, and glittering spectacular and ultra-fashionable Palm Beach, with its mammoth hotels, casino, bathing, golf and palm shaded walks, backed by Lake Worth and fronting the broad Atlantic. From Palm Beach extends the Ocean Boulevard to Miami and the new road across the Everglades to Fort Myers, thence to Tampa.

Other thriving towns are passed till Fort Lauderdale is reached, a city of many tourist attractions, including yachting, fishing, golfing, the eastern terminus of the inland waterway canal to Lake Okeechobee, and Fort Myers on the West Coast. Fort Lauderdale's hospitality to visitors is extended through her Country Club, Woman's Club, Anglers Club and Gun Club.

Farther down the coast we come to Miami, appropriately named "The Magic City" because Miami's growth and development even in our American standards is such as to almost take our breath away—to express it in figures 440% in the decade past. Miami is a tourist headquarters and the yachtsmen's rendezvous of the lower east coast. It is the permanent home of thousands who have become captivated by the city and its surroundings.

Miami's climate has much to do with her remarkable growth. According to records of the U. S. Weather Bureau covering from twelve to twenty-six years, published in a recent issue of "The Miamian," there are only five days in the year without sunshine. The mean annual temperature is 75.1°. There are only two days in the year that there is any fog. The wind velocity averages four miles per hour. The average mean temperatures during the summer months are 79.9° and during the winter months 70.2°. It is further stated that there never has been a cold



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FLORIDA EAST COAST (Travel System)  
New York Office, 243 Fifth Avenue  
Telephone: Madison Square 9130 and 9231  
General Office, St. Augustine, Florida

## WINTER TRAVEL AND PLAY-GROUNDS—Continued

sunstroke in Miami, and tornadoes and earthquakes are unknown.

Just south of Miami is Coconut Grove on Bay Biscayne, a charming home town connected with Miami by a fine drive. There follow other towns including Homestead and Florida City.

Then the East Coast System begins its route over the Florida Keys and intervening waters, this accomplishment being one of the world's greatest engineering feats, passes Long Key Camp, dear to veteran fishermen, and terminates finally at Key West, gateway to Cuba and the Caribbean Lands.

The East Coast trip has ended, but only a thin slice of Florida has been seen. Over on the West Coast and in the interior are myriads of other attractions.

Quoting John T. Faris again in "Seeing the Sunny South" (J. B. Lippincott Company), "The West Coast of Florida is like the East Coast in one thing only—both are so attractive that it is difficult to choose between them. And they are so different that it is impossible to compare them. Where the East Coast has nearly five hundred miles of low-lying shore, sometimes mainland, again narrow peninsulas between inlets and the ocean, the West Coast has more than seven hundred miles of the most varied shore-line, with bays and islands, keys and rivers, inlets and peninsulas innumerable. All the way from Pensacola, near the Alabama line, to Cape Sable, at the southwest tip of the State, every mile has its distinct charm for the yachtsman or the fisherman who by sea follows its sinuous lines, while the traveler who traces the coast by land—when he can—is so pleased that he is apt to wish that he could in this way cover the entire distance. No, it is nonsense to ask any one which coast he prefers; the only way is to see both coasts thoroughly and decide the question independently. And in how many cases the result will be the statement: "I can not choose; I like them both."

But in our glimpse of Florida we have arrived at Key West, and suppose we board here a figurative hydroplane and fly over the Keys and intervening waters up this West Coast, landing at Fort Myers, a thriving city on the Okeechobee River.

Here, if we are fond of fishing, we will sail to the river's mouth at Punta Rassa and embark upon some of Florida's sportiest fishing-waters. For Pine Island Sound and Charlotte Harbor between Punta Rassa, Boca Grande, Gasparilla and Punta Gorda abound in sea trout, Spanish mackerel, and in season the gamey tarpon.

Leaving Charlotte Harbor and sailing up the coast we come upon Venice, Sarasota and other attractive Gulf towns till we enter the mouth of the Manatee River where stands Bradentown, the energetic and inviting center of the Manatee region noted for its rich agricultural lands, excellent fishing, motoring and tropical scenery.

Continuing northward the deep indentation of Tampa Bay is entered and St. Petersburg and Tampa, favorites with multitudes of winter visitors and home sites for rapidly increasing populations, offer their varied attractions. Tampa in particular, like Miami, is a yachtsman's paradise.

Beyond lie charming Tarpon Springs, Homosassa and Cedar Key, and then onward along the curve of the Gulf, Pensacola on its magnificent bay, the northwestern gateway to the State.

We have not yet touched upon the immeasurably important and attractive interior regions. Not only from agricultural but tourist standpoints they contribute enormously to Florida's prosperity. To quote again Mr. John T. Faris, "It is a mistake to think that when the East Coast and West Coast of Florida are seen the

State has yielded its secrets. The higher lands of the interior, the backbone of the State, as these are called, repay attention."

The great citrus groves will be of unusual interest to visitors this season because they are laden with crops which the U. S. Department of Agriculture estimates the largest of any State.

In the interior, too, are to be seen tropical nature, rivers and lakes with vistas of live oaks and magnolias festooned in Spanish moss. Towns with charming surroundings invite the visitor.

The counties of Lake, Orange and Polk, each a Florida empire in itself, are dotted with attractive places for winter recreation. Prominent among the towns of these counties are Leesburg, Fruitland Park and Eustis, in Lake; Orlando and Winter Park, in Orange; and Bartow, Haines City, Lakeland, Lake Alfred, Lake Wales and Winter Haven, in Polk.

To the south, through the ridge country known as the "Scenic Highlands of Florida," there are many rapidly developing communities. In this part of the State the growth of population has been almost as rapid as on the lower east coast, although so highly concentrated. Recently the old county of De Soto was divided into five parts and the four new counties named Charlotte, Hardee, Highlands and Glades. Immediately to the east lies a section of wonderful fertility which will become one of Florida's richest agricultural lands with the completion of the draining of the Everglades and which even now is a country of much interest to fishermen, hunters and nature-lovers.

Other interior cities welcome the winter visitor with varied attractions. Among these are Palatka and Sanford on the banks of the St. Johns River; De Land, the site of Stetson College; Ocala, with its wonderful springs; Lakeland, set amid a labyrinth of lakes; Gainesville, home of the University of Florida; and Brooksville among hills; Lake City; Live Oak; and Tallahassee—capital of the State and home of the Florida College for Women—in the hill country of the northern region.

## WESTWARD ALONG THE GULF COAST

It is predicted that in the near future the Gulf Coast of Mississippi, Louisiana and Texas will become one of the nation's greatest playgrounds. At present it is frequented by thousands of visitors. Nature has contributed to this region a remarkable series of attributes. The winter climate is ideal. There are hundreds of miles of sandy beaches in sheltered lagoons behind islands and peninsulas. Scores of deep bays indent the coast line. Back of the coast are vast forests through which stretch shell roads. Fishing, including Spanish mackerel and tarpon, abounds. Hunting for brant, ducks, and other game is excellent. The conditions for yachting are ideal.

We have considered the Florida Gulf Coast in preceding paragraphs. Let us now glimpse the attractions from the Alabama line westward.

Mobile, facing one of the Gulf's most beautiful bays and fanned alternately by breezes from the salt water and from the pine forests rising behind it, is a city of tropical parks, shaded drives and colonial homesteads, the old and the new in sharp contrast but all in a delightful setting tempting the winter tourist.

Between Mobile and the Mississippi Delta stretch a chain of attractive waterside resorts, including among others, Ocean Springs, historic Biloxi, Gulfport, Long Beach, Pass Christian and Bay St. Louis.

Along the great arc of the Gulf west of the Mississippi Delta to Brownsville on the Rio Grande border line are many other delightful points for the winter vacation. Prominent among these is Galveston with its deep water harbor, its huge commerce by land and water carriers, its magnificent sea wall and imposing hotels.

Farther down the coast, after passing numerous waterside haunts of fishermen



and yachtsmen we pass through the Aransas and Corpus Christi Passes into the deeply indented bay upon which stands Corpus Christi, termed "The Naples of the Gulf."

The Gulf Coast Region is accessible by numerous land and water routes. Mobile and its vicinity may be reached by the Southern Railway and Louisville & Nashville Systems. Numerous resorts may be reached by short trips from New Orleans which is a rail center for the Southern Railway, Louisville & Nashville System, Illinois Central, Southern Pacific, Missouri Pacific, Gulf Coast and other lines and with steamship services of the Southern Pacific and the United Fruit Company's fleets. Through the Galveston gateway enter the Southern Pacific, Missouri Kansas and Texas Gulf Coast Lines, and steamships of the Mallory Line. The Corpus Christi gateway receives through Pullman service from San Antonio over the San Antonio, Uvalde and Gulf Railroad and is also accessible from Waco, Houston and San Antonio by the San Antonio and Aransas Pass Railway.

#### RAIL ROUTES TO THE SOUTH

Tourists bound for Southern resorts have a variety of direct and combination rail routes from which to select. Some of the important arteries of travel southward are outlined below:

##### CHESAPEAKE & OHIO ROUTE

From New York via the Pennsylvania System to Washington, thence by the Chesapeake and Ohio System with through cars to Virginia Hot Springs and White Sulphur Springs, W. Va. Through service from the West is afforded via Cincinnati.

##### NORFOLK & WESTERN ROUTE

From Hagerstown and from Norfolk to resorts in the Blue Ridge region and the middle South. Route to Luray Caverns, Shenandoah Grottoes, Natural Bridge, Shenandoah and Cumberland Valley resorts, as well as through car route from New York via Washington, to these resorts and Roanoke, Chattanooga and Birmingham to New Orleans.

##### ATLANTIC COAST LINE ROUTE

From New York to Washington over the Pennsylvania System, thence via the Atlantic Coast Line System through eastern resorts of Virginia, the Carolinas, Georgia, Central and West Coast resorts of Florida. Through service to Florida East Coast resorts over the Florida East Coast System; a direct route to Charleston, Savannah, Jacksonville, Palatka, De Land, Sanford, Tampa, St. Petersburg, Fort Myers. The Atlantic Coast Line is the southern outlet for routes from Chicago via the Chicago and Eastern Illinois, Illinois Central and Pennsylvania System; from Grand Rapids, Cleveland and Indianapolis via the Pennsylvania System and from St. Louis via the Louisville & Nashville System.

##### SEABOARD AIRLINE ROUTE

From New York via the Pennsylvania System to Washington, the Richmond, Fredericksburg and Potomac System to Richmond, thence by Seaboard Air Line System through Virginia, the Long Leaf Pine Belt of the Carolinas, Eastern Georgia, Northern Western and Central points in Florida with through service to Florida East Coast resorts via the Florida East Coast System; Pinehurst, Southern Pines, Camden, Atlanta, Charleston, Savannah, Jacksonville, Tampa, St. Petersburg, etc. The Seaboard Air Line System is a connection for through trains to the South originating in the Central States.

##### SOUTHERN RAILWAY ROUTE

The Southern Railway System operates through service New York to Augusta and Aiken; to Asheville and "Land of the Sky" resorts in mountains of Western North Carolina; to Atlanta, Chattanooga, Birmingham, Memphis, Nashville, Montgomery, Mobile and New Orleans, via Washington, thence through Blue Ridge and historic Piedmont section of Virginia and Carolinas to Atlanta, greatest industrial center of the South. Birmingham, the "Pittsburgh of the South," Chattanooga and Lookout Mountain, Montgomery, first capital of Confederacy, and New Orleans. From central and northern states through service is provided by Cincinnati to the principal Southern points including famous resorts of Florida.

##### ILLINOIS CENTRAL ROUTE

The Illinois Central System extends from Sioux Falls, Sioux City, Omaha, Madison, Chicago, St. Louis, Indianapolis and Louisville to New Orleans, the chief resort on the Gulf and to Birmingham. Through Pullman car service is maintained from Chicago and St. Louis to New Orleans, Gulfport, Birmingham, Jacksonville, St. Petersburg, Miami, San Antonio and Houston via New Orleans, and from Cincinnati and Louisville to New Orleans.

**CHICAGO AND EASTERN ILLINOIS ROUTE**  
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## WINTER TRAVEL AND PLAY- GROUNDS—Continued

interest as Lookout and Signal Mountains, Chickamauga and Moccasin Bend are passed in daylight by the "Dixie Flyer," leaving Chicago at 9:05 P. M., over the Chicago & Eastern Illinois Railway via Nashville, Chattanooga and Atlanta and arriving at Jacksonville, Florida, 8:25 a. m. (2nd day).

### LOUISVILLE & NASHVILLE ROUTE

Louisville & Nashville Railroad operates two daily through trains between Chicago and Jacksonville, one (The Southland) via Cincinnati, Knoxville and Atlanta, and one (Dixie Flyer) via Evansville, Nashville, Chattanooga and Atlanta. Sleeping-car service is provided from Chicago, Cleveland, Cincinnati, Louisville, Indianapolis, Columbus, Grand Rapids and St. Louis to Jacksonville and to St. Petersburg or Miami. Three daily trains are operated from Cincinnati and Louisville, two from Chicago and St. Louis, and two from New York, to New Orleans and the Gulf Coast—Bay St. Louis, Pass Christian, Gulfport, Biloxi, Ocean Springs, Mobile and Pensacola.

### CRUISES TO SOUTHERN SEAS

If the Riviera and Mediterranean are too ambitious in point of time or purse there are ample compensations in shorter voyages to tropical seas and lands near our own shores. These ocean trips range all the way from the forty-eight hour sail to charming Bermuda to a month's cruise embracing all the principal lands of the fabled Caribbean.

#### TO BERMUDA

Sailings from New York for Bermuda Wednesdays and Saturdays of each week December 2nd to April 28th will be made by steamships "Fort St. George" and "Fort Victoria" of the Furness Bermuda Line. A special Christmas sailing will be made by the S. S. "Fort Hamilton," leaving New York December 23rd and returning January 1st.

Every Saturday from December 21st to April 21st the steamship "Araguaya" of the Royal Mail Steam Packet Company will sail from New York for Bermuda, returning every Tuesday.

#### TO THE BAHAMAS

From New York to Nassau, Bahamas, Antilla and Nuevitas, Cuba. Weekly sailings are made by Munson Line steamships "Munargo" and "Munamar."

Passenger service between New York, Nassau, Havana, Progreso, Vera Cruz and Tampico is given by the steamships "Morro Castle," "Silboney," "Esperanza," "Montecrey," "Mexico" and "Oriaba" of the Ward Line (New York and Cuba Mail Steamship Company). Nassau is a port of call on several of this winter's West Indies cruises.

Service between Miami, Florida and Nassau, Bahamas, is afforded by a division of the Peninsula and Occidental Steamship Company.

#### TO THE CARIBBEAN AND GULF

Havana is a port of call for numerous West Indies cruises described below. The Cuban Capital is connected with Florida by the daily steamers of the Peninsular and Occidental Line from Key West in connection with its Port Tampa-Key West division.

There will be tri-weekly sailings this winter between Miami and Havana by steamships of the Miami-Havana Navigation Corporation.

Various cruises to the West Indies and Caribbean countries departing from United States ports are arranged by the United Fruit Company, including the following—

22-day cruise from Boston to Havana (Cuba), Port Limon (Costa Rica), Cristobal (Canal Zone), Port Limon (Costa Rica). Sailings weekly.

Special Costa Rican cruises from New York occupying 23 days personally escorted and inclusive of shore excursions and hotel expenses will be operated over the following route. Sailings every Saturday. New York, Havana (Cuba), Port Antonio (Jamaica), Kingston (Jamaica), Cristobal (Canal Zone), Port Limon (Costa Rica), Havana (Cuba) and return.

Colombian cruises sailing from New York every Wednesday, tickets including shore excursions, the cruise occupying 22 days, include the following ports—New York, Kingston (Jamaica), Cristobal (Canal Zone), Cartagena (Colombia), Puerto Colombia (Colombia), Santa Marta (Colombia), Cristobal (Canal Zone), Kingston (Jamaica) and return.

Cruises to Guatemala leaving New York every other Saturday commencing January 27, during the winter season and including a period of 25 days embrace calls at the following ports—New York, Santiago (Cuba), Kingston (Jamaica), Belize (British Honduras), Puerto Barrios (Guatemala), Puerto Cortes (Honduras), Tela (Honduras), Puerto Castilla (Honduras), Puerto Barrios (Guatemala), Kingston (Jamaica), Santiago (Cuba) and return.

Cruises from New Orleans to British Honduras leaving every Saturday occupying about 11 days, the route being Belize (British Honduras), Puerto Barrios (Guatemala) and return.

New Orleans, Cuba, Canal Zone winter cruises leaving every Saturday and occupying about 17

days including the following ports—New Orleans, Havana (Cuba), Cristobal (Canal Zone), Bocas del Toro (Panama), Cristobal (Canal Zone) and return.

Sixteen-day cruise from New Orleans every Wednesday to Havana (Cuba), Cristobal (Canal Zone), Port Limon (Costa Rica), Tela (Honduras), Havana (Cuba) and return.

The Royal Mail Steam Packet Company are operating two cruises of twenty-eight days each to the West Indies by their 25,500-ton steamship "Orca," the itinerary from New York including Nassau, Havana, Jamaica (Kingston), Colon (Panama Canal), La Guaira, Trinidad, Barbados, Martinique, St. Thomas (Virgin Islands), San Juan (Porto Rico), Bermuda and return.

Two extensive cruises to the West Indies, each occupying 27 days, will be made on January 20th and February 20th by 22,200-ton Canadian Pacific steamship "Empress of Britain," the route including Havana (Cuba), Port Antonio and Kingston (Jamaica), Panama Canal, La Guaira (Venezuela), Port of Spain and La Brea Point (Trinidad), Bridgetown (Barbados), Port de France and St. Pierre (Martinique), San Juan (Porto Rico), Nassau (Bahamas) or Hamilton (Bermuda) and New York. The itineraries of these cruises are the same except that on the first one Nassau is included, while on the second one is included Bermuda instead.

Three comprehensive West Indies Cruises will be conducted by the International Mercantile Marine's White Star liner "Megantic" this winter, each cruise occupying 28 days. The first sailing is from New York January 15th and the route includes stops at Havana and Santiago (Cuba), Kingston (Jamaica), Panama Canal, La Guaira (for Caracas), Port of Spain (Trinidad), Bridgetown (Barbados), Port de France (Martinique), St. Thomas (Virgin Islands), San Juan (Porto Rico), Nassau (Bahamas) and return.

The second cruise leaves New York February 17th, the ship sailing direct to Havana thence continuing to Haiti, Kingston, Panama Canal, La Guaira, Port of Spain, Barbados, Port de France, St. Thomas, San Juan, Bermuda and return. The third cruise leaving March 22nd follows the same course as the second cruise. Passengers desiring to visit Florida may join the cruise at Havana, or tourists may leave the first cruise at Nassau and visit Florida or may leave the second or third cruises at Bermuda and stay there for the remainder of their vacation periods.

Sailing fortnightly from New York steamships of the Trinidad Line provide attractive cruises to the Lesser Antilles of about one month's duration, the course followed being from New York direct to St. Georges (Grenada) Port of Spain (Trinidad), Georgetown (Demerara) returning to New York by same route.

Three West Indies sailings of about 20 days each, leaving January 4th, February 1st, March 1st will be made by Quebec Steamship Company's steamship "Guiana" visiting St. Thomas, St. Croix, St. Kitts, Montserrat, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia and Barbados.

Between New York and Monte Christi, San Domingo, are operated three times each month the vessels of the Clyde-San Domingo Line.

Sixteen-day cruise trips to and around the island of Porto Rico to make with sailings every Saturday from New York by the New York and Porto Rico Steamship Company's vessels, including "San Lorenzo," "Ponce," "San Juan" and "Porto Rico."

From New York to Key West, Fla., thence to Galveston, Texas, is the route of the Mallory Line steamships sailing from New York twice a week.

From New York direct to New Orleans, thence connecting with the Sunset Route to the Pacific Coast, is the route of the Southern Pacific Steamship Company's ships "Morus," "Crooks" and "Comus," sailing from either port weekly, the voyage occupying 132 hours. The same management provide weekly sailings between New Orleans and Havana, this trip taking 48 hours.

A late December cruise from New York to California via Panama Canal will be made by a steamer of the Pacific Mail Steamship Company leaving December 30th, the route to San Francisco including sightseeing stops at Cristobal and Balboa (Canal Zone), Corinto (Nicaragua), La Libertad (Salvador), San Jose (Guatemala), Manzanillo (Mexico), Los Angeles. The voyage includes 5,000 miles and occupies 25 days.

#### SOUTH AMERICAN EAST COAST PORTS

From New York to east coast ports including Rio de Janeiro, Montevideo and Buenos Aires, also Santos northbound, sail under operation of the Munson Steamship Lines a fleet of four U. S. Government Ships, including the "American Legion," "Pan American," "Western World" and "Southern Cross."

Between New York, Barbados, Rio de Janeiro, Montevideo and Buenos Aires sail the fleet of "V" ships under the house flag of the Lamport and Holt Line. The "Vandyck" of this line will leave New York January 3rd with a Rio Centennial Cruise under auspices of Thomas Cook & Son.

Service between New York, Montevideo and Buenos Aires is also afforded by steamship "Crofton Hall" of the Norton Line, leaving New York about January 15th.

#### SOUTH AMERICAN WEST COAST PORTS

To West Coast ports via Panama Canal the steamships "Santa Ana," "Santa Luisa," "Santa Elena" and "Santa Teresa" of the Grace Line sail from New York fortnightly for Callao, Mollendo,

Arica, Iquique, Antofagasta, Coquimbo and Valparaiso.

From New York to West Coast ports via Panama Canal are operated steamships "Elro" and "Essequibo" of the Pacific Line (Pacific Steam Navigation Company) to Callao, Mollendo, Arica, Iquique, Antofagasta and Valparaiso.

#### BRAZILIAN CENTENNIAL CRUISE TOURS

The steamship "Reliance" of the United American Lines has been chartered by Raymond & Whitcomb Company for the Brazilian Centennial Exposition Cruise to leave New York February 3rd, calling at Cuba, Panama Canal, Venezuela and Trinidad southbound, British and French West Indies ports, Virgin Islands and Porto Rico northbound, returning to New York March 20th.

The steamship "Vandyck" of the Lamport & Holt Line has been chartered by Messrs. Thomas Cook & Son for the Rio Centennial Cruise leaving New York January 3rd, returning February 4th, calling at Trinidad and Barbados northbound only.

#### ATLANTIC SEABOARD WINTER VOYAGES

Operated in various divisions over the Atlantic Seaboard is the extensive fleet of the Merchants' and Miners' Transportation Company providing passenger service twice a week between Boston and Baltimore; twice a week between Boston and Norfolk; three times a week between Boston and Philadelphia; twice a week between Baltimore and Norfolk; twice a week between Baltimore, Savannah and Jacksonville; twice a week between Philadelphia, Savannah and Jacksonville, and four times a week between Savannah and Jacksonville.

Between Norfolk and New York the Old Dominion Transportation Company will maintain thrice a week sailings by steamers "Hamilton" and "Jefferson."

Steamship service between New York, Charleston, S. C. and Jacksonville, Fla., is supplied by steamships "Lenape," "Comanche," "Arapahoe," "Mohawk" and "Apache" of the Clyde line, sailing three times each week, the trip taking two days to Charleston and three days to Jacksonville.

Between Boston and Savannah and between New York and Savannah are operated the steamships "City of Savannah," "City of Montgomery," "City of St. Louis," "City of Atlanta," "City of Augusta," "City of Rome" and "City of Columbus" of the Savannah Line (Oceana Steamship Company) from Boston a four-day voyage, from New York, three days.

Service from Baltimore southbound through Chesapeake Bay is provided by two divisions of the Chesapeake Steamship Company—the Baltimore and Norfolk and the Baltimore and Richmond routes. The first division includes through service between Baltimore and Norfolk; the second is operated from Baltimore to West Point thence by through train to Richmond. Also by Baltimore Steam Packet Company between Baltimore, Norfolk and Portsmouth.

Between Washington and Norfolk are operated steamers of the Norfolk and Washington Steamboat Company.

#### BERMUDA'S WINTER FAIRYLAND

Two days away from blizzards of the northern winter in the turquoise waters of a warm sea lies the tropical fairyland of these coral isles.

Frederick Ober says of them in his book "A Guide to the West Indies" (Dodd Mead & Company), "Their countless charms will bear a close inspection, so let us approach and view them nearly. The nearer the better, for the more narrowly they are examined the more charming they appear. . . . While configuration and color are the elements that contribute to Bermuda's superficial charms—those apparent at first glance—her real and lasting attraction is climatic. Adapting good old Walton's remark anent the strawberry: 'Doubtless God might have made a better climate, but doubtless He never did'. . . . Bermuda's color-scheme appears, at the first glance one gets into the Great Sound, white and green—pure white, dazzling white; somber greens of the cedars, golden greens of the palms and bananas. . . . The stranger floating here, above the white shoals, will be wonderstruck by the marvellous clearness of the sea-water and the strange effects. The sunlight reaches many fathoms deep into this vast submarine plain, displaying every object clearly to the gaze, as one glides swiftly over it. And then the color; that beautiful bewildering green—just the shade that one catches in the gleam of an opal, or the tint of malachite. Painters have sought to rival it, but in vain. And with the oleanders in bloom! . . . The range of recreation is wide: Riding, driving, cycling and walking over good roads; bathing in the surf of the South Shore or still waters of the harbors or the graduated open-air pool of the Princess Hotel; tennis on the best of courts; golf; sailing; speed-boat-



*"Instantaneously, you can change your glance from Distance.....to Close-up"*

## The first gray hair: the first eye-blur

**T**HE first gray hair. What absurd attention is paid to it! Its owner, man or woman, doubts the insignificant intruder, plucks it out, examines it, and ponders: "Surely, nobody thinks I am forty."

On the other hand, how little interest is felt over the first age-blur of the eyes. It might be called the "first gray-hair blur," for it comes to everyone at about this same time—around forty. It usually occurs and is first noticed when reading. To pluck out the blur you merely move the page an inch farther away for a moment. A few days or weeks later the blur reappears and again you unconcernedly pluck it out. But no matter how often you pluck it out, it always returns.

This blur is a danger signal that must be heeded. It forces you to get the facts about your eyes. Perhaps, because you are naturally farsighted or nearsighted, you already wear glasses. Whether you do or not, from now on you will need new lenses for close work. Therefore, it is immensely valuable to know that you can have lenses for distance and for reading in one pair

of glasses: a combination of two pairs in one. These bifocal lenses are a remarkable device. Instantaneously, you can change your glance from Distance, through one type of lens, to Close-up, through another.

If you had to juggle two pairs of glasses, changing them perhaps a hundred times a day, little work could be accomplished and the nerve wear involved would be heavy. With bifocals of Wellsworth manufacture, however, complete range of vision, far and near, is instantaneous, and this through beautiful inconspicuous lenses.

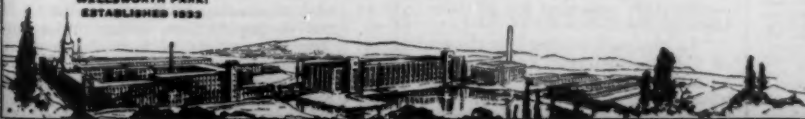
"There is no work of genius which has not been the delight of mankind," said Lowell. This may be said with perfect truth of bifocal lenses, made under the direction of the Wellsworth Scientific Staff. Benjamin Franklin, that myriad-minded genius, conceived the bifocal, which today the Wellsworth scientists are bringing to ever higher perfection in all its types.

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## WINTER TRAVEL AND PLAY- GROUNDS—Continued

canoeing among isles which invite picnicking; and, not least, flying by the last word in flying-boats."

An outline of steamship service to Bermuda will be found elsewhere.

### ATTRACTIONS OF THE BAHAMAS

In about the same latitude as Southern Florida and less than a day's voyage from Miami are the Bahamas including some 3,000 islands, islets and cays all of coral formation. Nassau on the island of New Providence, 185 miles from Miami and 940 miles from New York is the capital and a favorite winter resort with American and European tourists.

In speaking of the Bahamas, Frederick Ober in his book quoted above says: "In common with the Bermudas, the Bahamas can show a gorgeous display of sea-plants, while its fishes rival the hues of the rainbow in color, its shells the tropical flowers in their tints."

There are attractive drives, picturesque golf courses, numerous tennis courts and delightful yachting at Nassau. Steamer service is described elsewhere.

### IN GAY HAVANA AND BEYOND

Under the title, "New York's Gayest Suburb," a writer in The New York Herald says:

"The railroad over the Florida Keys, which shortened the way to Cuba by a full day was hailed as a remarkable feat of engineering. It made Havana only a three-day journey from New York, in spite of the time lost in crossing over to Cuba by steamer from Key West. The development of the flying-machine has brought about a further narrowing of the gap between New York and the Cuban metropolis. With the telephone in active service and the Malecon only two days away by airship, the natural allurements of Cuba are enhanced for the tired business man. What with roulette, jai alai, racing, cock-fighting and the incomparable swimming at the Playa de Marianao, there are few dull moments for the man or woman in search of recreation, if not rest, under the Southern Cross."

But there is much more to be seen in Cuba than the glittering attractions of the Capital. As A. Hyatt Verrill says in his excellent book, "Cuba, Past and Present" (Dodd, Mead & Co.), "Cuba, with its splendid climate, its tropical verdure, its quaint old-world towns and its historic associations has long been a favorite resort for tourists and travelers. Long before the Spanish-American War or the destruction of the "Maine," thousands of Americans and Europeans annually visited Cuba, and despite the drawbacks and disagreeable features of the Island under Spanish rule, they were charmed with the climate and surroundings, and raved over the life, color and atmosphere of Havana and Santiago.

"Under American rule, and later of its own Republican administration, Cuba's popularity increased until at the present time it is one of the greatest of winter resorts in the Western Hemisphere.

"The reader who is interested and who plans to take a trip to Cuba 'some day,'" says John P. Risque, writing in *Railway Age*, "should make a note of the fact that there is an active passenger agent on the Prado—and quite likely near the hotel—whose business it is to see that visitors are comfortably provided for in their trips to the country.

"In pleasant contrast to the excitement of the crowded city, the open country, with its tall coconut and royal palms affords a change and rest. Life at the way-stations along the line provides an angle of observation of human nature not presented in the city."

## AMID THE BEAUTIES OF JAMAICA

Nearly all West Indies cruises include calls at Kingston, where tourists have opportunity to visit some of the most inspiring scenery of the tropics. For Jamaica is mountain-crowned and her valleys and summits are accessible by excellent highways. So we may leave her sapphire harbor, her historic "Spanish Town" and world-famous botanical gardens, climb over superb roads, past all species of tropical vegetation and look out from summits upon matchless Caribbean views. "Thus," writes Frederick Ober, "every variety of vegetation may be observed in Jamaica, including the palms and bananas of the coast, all the tropical and semi-tropical fruits and flowers, and many of the temperate zone. There are really here, as in Mexico, three different zones of vegetation: the hot, the warm or temperate, and the cold, each zone with its own vegetable forms, tho merged in a vast and confusing display, extending from coast to mountain-top."

Cruises which include Jamaica are listed in another column.

### IN AMERICAN PORTO RICO

The Stars and Stripes flying from official and other buildings welcome the tourist who enters the ancient harbors of San Juan or Ponce, principal ports of Porto Rico. Ashore in each city is found a curious commingling of the ancient and modern, Spanish and American. Here, as at Jamaica, are mountains and superb highways over which motor trips add to inland attractions. To quote Frederick Ober again: "Porto Rico is beautiful enough to deserve all the encomiums of the traveler who for the first time gazes upon its palm-bordered shores and verdure-covered hilltops. In brief, all the tropical fruits, flowers, trees, grow here spontaneously, the soil being remarkably rich."

Various steamship lines and cruises, including Porto Rico are described elsewhere.

### CRUISING AMONG THE ANTILLES

A famous author, Lafcadio Hearn, has painted the following word-picture, which excellently describes the typical attractions of the Caribbean Lands:

"Sun-kissed cities of yellow-glimmering streets and white pavements, gray towers with golden-throated bells, and green steepes bathed in the light of summer everlasting; craters with coronets of forest; bright mountain paths upwinding 'neath pomp of fern and angelin and feathery bamboo; gracious palms that drowse above the shady world below; the soft-shadowing majesty of valleys unfolding to the sun; green golden cane-fields ripening to the sea."

Forming the eastern barrier of the Caribbean is the island chain stretching from Porto Rico in a great arc southward almost to the coast of the South American continent and known collectively as the Lesser Antilles. In the days of old this island labyrinth was a favorite cruising ground of the buccaneers. From behind palm-hidden bays and from around lofty promontories often appeared mastheads from which flew the black flag. On the islands themselves still remain some of the strongholds of famous freebooters.

To-day these islands offer a variety of attractions for winter tourists; tradition, legend and scenic charm are found here in profusion. Their ports are objectives of several West Indies Cruises.

Most of the islands are crowned with lofty mountains, clad in tropical forests and abounding in tropical wild life. The native populations, living under jurisdiction of a variety of fatherlands are themselves interesting features to the voyager.

At the very northern end of the group are the Virgin Islands, United States possessions, with picturesque Charlotte-Amalie, Island of St. Thomas, their capital and one of the most captivating of tropical

ports. Here, above the town, visitors are shown Bluebeard's Castle.

Southward is Saba, most of its inhabitants living in an extinct crater, and St. Eustatius with its ancient Fort Orange, both under Dutch rule.

Island and islet continue toward the Equator till the lofty summit of Mt. Misery towers over the horizon above St. Kitts, British possession, and then Nevis, birthplace of Alexander Hamilton; Antigua with its sugar and pineapple plantations, and Montserrat with volcano rising 3,000 feet above the sea. Each of these islands also being under British control.

Beyond lies French Guadeloupe, mountain-walled and populated largely by French mulattoes; then Dominica crowned by Mt. Diablotin, 5,314 feet, and owned by Great Britain.

Another link in the island chain is Martinique with the tri-color of France flying over Fort de France, the capital, its gaily clad population resembling a stage picture, as one writer has aptly described it. On this island tourists visit the ruins of St. Pierre destroyed by the eruption of Mt. Pelée.

St. Lucia and St. Vincent follow Martinique, each typical Caribbean islands, under British rule, and eastward is the harbor of Bridgetown, welcoming the tourists to Barbados, styled "Little England."

Among the southern islands are the Grenadines, and the almost land-locked harbor of St. Georges, Grenada (British) with the town built against the mountains beyond a picture of rare charm.

At the end of the island chain, just off the South American coast is Trinidad, approached at Port of Spain, an attractive tropical city, and the starting-point for excursions to the remarkable lake of pitch.

Most cruises embracing the Lesser Antilles call at Georgetown, or Demerara, capital of British Guiana on the north coast of South America, a busy modern city.

#### EXPLORING CARIBBEAN LANDS

"From the submerged city of old Port Royal to the delta of the Magdalena, from Bridgetown in Barbados to Belize in British Honduras, the Caribbean Sea was the stage on which were enacted the peculiar exploits of the gentlemen who alluded to themselves, very modestly, as the Brethren of the Coast," says William McFee, the author of sea stories.

To-day, however, there are no pirates afloat or ashore to disturb the tourist in his cruises to these interesting lands—British Honduras, Guatemala, Costa Rica, Panama and Colombia. Belize is a port of call for cruises visiting British Honduras. From it interesting trips may be made to extensive Maya Ruins.

The most wonderful of all the Maya Ruins, however, in Central America are found in Guatemala reached from Puerto Barrios by rail.

"No one," continues Mr. McFee, "who makes the journey from Puerto Limon to the capital of Costa Rica (San José) will ever forget the experience."

For the visitor to Panama there is the great spectacle of the world's greatest engineering feat, many points of historical interest and interesting peoples. As Mr. McFee further says: "On our return to Colon, the ship sails eastward through the Gulf of Darien to the ancient and beautiful city of Cartagena, the 'Queen of the Oceans,' as the poet Heredia calls her in one of his poems. The next port of call is Puerto Colombia, seaport of Barranquilla, one of the most important commercial centers of this region. From here the river steamers and hydroplanes leave for Bogota, Colombia's capital nestled in the mountains of the interior. Less than sixty miles east of Puerto Colombia is Santa Marta, shielded behind charred hummocks of volcanic rock from the easterly breeze and backed by the imposing ranges of the eastern Andes. Here we motor to San Pedro the home of the liberator, Bolivar, and well called 'the Mount Vernon of South America.'"



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**WINTER TRAVEL AND PLAY-  
GROUNDS—Continued****THE WONDERS OF SOUTH AMERICA**

The magnet which more than any other attracts most winter travelers to our Sister Continent this season is Rio de Janeiro—Rio the incomparable, spectacular in itself and magnificent in the natural setting of its mountain-girt bay, for at Rio is being held the great International Exposition commemorating the Centennial of Brazil's freedom.

The trip to Rio de Janeiro may be made by either of the two main South American tour routes. One of these is by way of the Panama Canal thence down the west coast to Valparaiso and across the continent via Transandine route and connections to Buenos Aires, thence returning north up the east coast. The other is to Rio de Janeiro or Buenos Aires direct, returning by same route.

William A. Reid, in a bulletin issued by the Pan-American Union, says of the city and the exposition: "Doubtless no city of the world presents a grander or more picturesque setting for a great exposition. Mountains, hills, dales, tropical verdure, bays and the sea have all combined to make the place distinct, unique, beautiful, enchanting. Nature assembled this wonderful combination of elements and for a century and more man, with his art and skill, has sought to multiply and to perfect these natural beauties by constructing a great and modern metropolis. This is the environment of the Centennial Exposition—an environment that will hold the newcomer spellbound, as well as delight any of those who have previously seen the Brazilian capital."

An excellent outline of the journey down the west coast from Panama to Valparaiso is given by Clayton Sedgwick Cooper, writing in "The Grace Log."

"From Panama to Callao, the port of Lima, Peru, four and a half days of sea voyage upon the Pacific follows the route of the famed Spanish adventurer, Pizarro, who with his small and hardy band were the first inhabitants of the old world to explore this west coast country."

"Lima is particularly attractive in furnishing to the tourist some of the best models to be found in Latin America of old Spanish houses with their spacious and cool patios; the University of San Marco, the oldest university in the new world, also the National Museum with Inca treasures of very great interest."

"After a visit to Lima the traveler may take the next steamer stopping at Mollendo, the terminus of the railroad that connects this seaport with La Paz, Bolivia, via Lake Titicaca, the highest lake in the world."

"The trip from this port to Arequipa by rail furnishes a rare treat as one circuitously winds up the sides of the Andes with the ocean and the valleys below frequently in view, until he reaches Arequipa, 8,000 feet above sea level."

"From Arequipa the traveler can now go by railway through one of the most picturesque regions of the continent, climbing up the sides of the Andes to the ancient city of Cuzco, the former capital of the Inca empire."

"The ancient city of Cuzco is in itself quite worthy of a trip to Peru. Its present-day population is composed of upwards of 20,000 people, for the most part descendants from the old Inca civilization, Indians, Cholos, and a sprinkling of Peruvians and other nationalities who carry on the main business enterprises. There are notable Spanish remains in the cathedral, Cuzco University, and ancient palaces, while the foundations and stone of the old Inca houses and the walls of the Temple of the Sun are still to be found."

"Upon leaving Cuzco many travelers make the journey to Puno situated at the Peruvian end of Lake Titicaca and there

change for the boat which crosses the lake and connects with trains on the Bolivian border for La Paz. Lake Titicaca, notable as the highest navigable body of water in the world, is about the size of Lake Erie, and situated two miles above sea level. The lake is 110 miles long. Large, comfortable steamers, owned by the Peruvian Corporation, ply across this lake furnishing good state-rooms and dining service.

"The traveler in this historic region will not wish to miss a trip to La Paz, the capital of Bolivia, and one of the most picturesque cities in the world."

"From La Paz the traveler may make a descent of the Andes to the Chilean Coast by direct railway route to Arica, where he can take steamer to Valparaiso, the Chilean business city, 'the Chicago of South America.'"

"Among the most attractive spots in the whole southern continent is Vina del Mar, really a suburb of Valparaiso and the chief pleasure ground of the country. Vina del Mar with its variety of recreation, horse-racing, polo, cricket and football is rapidly becoming a kind of Riviera, where pleasure lovers gather in increasing numbers."

"It is only a few hours' journey between Valparaiso and Santiago, the Chilean capital, situated beneath the snow-capped peaks of the Andes. This city of Santiago of half a million population is the center of the social, political and cultural life of the Republic."

The first link in the trans-Continental rail route from the Pacific Coast over the Andes, across Argentina to the Atlantic port of Buenos Aires is the Valparaiso-Los Andes division of the Chilean Railway. Los Andes is the western terminus of the Transandine Railroad crossing the Continental Divide in a tunnel three miles long and 10,000 feet above sea level; the eastern terminus being at Mendoza where connection is made with the Argentine Railways for the twenty-four hour trip by express equipped with diners and sleepers to Buenos Aires.

Los Andes is at the end of a branch of the Valparaiso-Santiago Line about half way between these cities. Tourists from Valparaiso customarily take a through train to Santiago for a visit to this city. The Transandine trip thus usually begins at Santiago, returning thence to Las Vegas where the Los Andes train is taken. These lines are now being electrified by a great American firm. At Calera connection is made with the Longitudinal Railroad to Antofagasta and Iquique.

Buenos Aires is the metropolis of South America, an imposing city with many points of interest to the tourist. The Avenida de Mayo is one of the most famous streets of any of the world's cities. The Government Palace, Capitol, Palermo Park, magnificent Colon Theater, Natural History Museum, Zoological Gardens and the Hippodrome and Race Track appeal to visitors of various tastes. There are also near-by excursions such as those to La Plata with its museum of wide reputation and the trip to Mar del Plata, termed "the Newport of the South," Buenos Aires' fashionable seaside resort. Montevideo, capital of Uruguay, an overnight steamer journey is another favorite side trip.

Continuing northward along the east coast, most steamships enter the harbor of Santos, the great coffee exporting port of Brazil and here tourists usually make the inland two-hour rail trip to San Palo, a typical, busy, modern South American city.

Northward of Rio de Janeiro important east coast ports include Bahia, Pernambuco and Para.

Steamship sailings to South America are described elsewhere.

**RAIL ROUTES TO THE PACIFIC COAST**

For the transeontinental winter tourist there are numerous attractive routes, each with its individual attractions. In climatic and scenic attraction there is ample variety from the snow-clad Canadian Rockies to the tropical regions of Spanish America. Many tourists prefer to go by one route and



return by another. Below we give a brief outline of the main rail systems over which through trains are operated to and from the Pacific Coast and elsewhere a more extended description of those routes which lead directly to Southern California. Besides these there are an infinite number of combinations of routes.

#### CANADIAN NATIONAL-GRAND TRUNK ROUTE

Canadian National-Grand Trunk Systems from the St. Lawrence River and leading eastern cities of Canada, Ontario lakes region, across Canadian prairies to the Canadian Rockies and Vancouver.

#### CANADIAN PACIFIC ROUTE

Canadian Pacific Railway from Quebec, Montreal, Ottawa or Toronto, Shore of Lake Superior, Canadian Wheat Lands, through the Canadian Rockies and the Lake Region of British Columbia to Vancouver. Through car service is also operated between Chicago and the Pacific Coast via the "So. Route" (Minneapolis, St. Paul and Sault Ste. Marie Railway).

#### CHICAGO, MILWAUKEE AND ST. PAUL ROUTE

Chicago, Milwaukee and St. Paul System from Chicago to the Pacific Northwest through the Upper Mississippi Valley, prairies of Minnesota and South Dakota, Saw Tooth, Bitter Root and Cascade mountain ranges, 649 miles of this route being electrically operated.

#### BURLINGTON-GREAT NORTHERN ROUTE

From Chicago or from St. Louis by Chicago, Burlington and Quincy System to St. Paul, thence by Great Northern Railway to Pacific Northwest, following the Upper Mississippi Valley through Minnesota Lake region, Northern Rocky Mountains past Glacier National Park, over the Cascades to the Pacific Northwest. The Burlington System provides also a direct route from Chicago, St. Louis or Kansas City to the Denver-Colorado Springs region.

#### BURLINGTON-NORTHERN PACIFIC ROUTE

From Chicago by Chicago, Burlington and Quincy System to St. Paul, thence by Northern Pacific System to Pacific Northwest or Chicago, Burlington and Quincy System from St. Louis to Kansas City, Denver and Billings, thence Northern Pacific System through the Northern Rockies and Columbia River Valley to Pacific Northwest.

#### OVERLAND-UNION PACIFIC ROUTE

Over the famous Overland Trail of pioneer days by Chicago and Northwestern System from Chicago to Omaha, thence Union Pacific northward through the northern Rockies to the Pacific Coast. A southern connection is provided from Kansas City by Union Pacific System from this point via Denver and Cheyenne.

#### OVERLAND-OGDEN ROUTE

From Chicago over the Overland route to Omaha by Chicago and Northwestern System, thence to Ogden by Union Pacific and from Ogden across Salt Lake and the Sierra Nevadas to San Francisco by Southern Pacific System. Connection is made at Cheyenne with Union Pacific Division between Kansas City, Denver and Cheyenne. Through service is also furnished in connection with Chicago, Milwaukee & St. Paul from Chicago to Omaha.

#### OVERLAND-SALT LAKE ROUTE

Overland Route from Chicago to Omaha by Chicago and Northwestern System, thence Union Pacific System to Ogden and from Ogden through Salt Lake City and southward through Southern California to Los Angeles. From Utah to Nevada the old Mormon Trail over the southern rim of the Great Salt Lake Basin is followed, thence through Canyons of Meadow Valley, Sage Brush plains to Cajon Pass over the Sierra Madres.

#### RIO GRANDE-WESTERN PACIFIC ROUTE

Denver and Rio Grande Western and the Western Pacific Railroad from Denver through the Colorado Springs, Pike's Peak, Royal Gorge, Salt Lake, Feather River Canyon regions to San Francisco with through car service from St. Louis to Denver via Missouri Pacific System and from Chicago to Denver via the Burlington Route.

#### SANTA FÉ-GRAND CANYON ROUTE

From Chicago to Los Angeles and San Francisco by the Santa Fé System, paralleling for many miles the historic Santa Fé Trail, intersecting the City of Santa Fé and historic environs on the way to Petrified Forest, Grand Canyon National Park, Los Angeles and the Yosemite. The Santa Fé System affords direct service between Chicago and Kansas City and the Colorado Springs-Denver region. Also in connection with the Gulf Coast Lines, through cars are operated between New Orleans and Southern California.

#### ROCK ISLAND-EL PASO ROUTE

From Chicago, St. Louis or Memphis by the Rock Island System to Tucumcari, thence El Paso Southwestern to El Paso, thence Southern Pacific to San Diego by Carlsbad Gorge Route, or via Imperial Valley Route to Los Angeles and San Francisco. The Rock Island System also provides a direct route from Chicago to Denver and Colorado Springs via Omaha, and from St. Louis via Kansas City.

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## WINTER TRAVEL AND PLAY-GROUNDS—Continued

loads through Spanish America, including the Apache Trail Highway and Roosevelt Dam to San Diego via Cariso Gorge, the Imperial Valley Route to Los Angeles and the Yosemite Valley, connecting at San Francisco with Shasta Route for Pacific Northwest.

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Providing the main north and south rail artery between the transcontinental routes to the Pacific Northwest and those leading to California, this line of the Southern Pacific System links Seattle, Portland and San Francisco.

### WONDERLAND OF THE SOUTHWEST

Of the region known as Spanish America, tho its civilization far antedates the arrival of the Conquistadores or even of the North American Indian as the white man found him, Agnes C. Laut writes in her absorbing book, "Through Our Unknown Southwest" (Robert M. McBride Co.). "If it were in Egypt, or Patrae, or amid the sand-covered columns of Phrygia, every tourist company in the world would be arranging excursions to it; and there would be special chapters devoted to it in the supplementary readers of the schools; and you wouldn't be—well, just au fait, if you didn't know; but do you know this wonder-world is in America, your own land?"

For here we may still see remains of prehistoric races, of astounding natural formations of the first bulwarks of civilization on the continent. Several rail trails lead to and through this fascinating region. There follows a brief glimpse of what the tourist may see in passing over them.

### ALONG THE SANTA FE TRAIL AND BEYOND

"Romance, adventure and the course of empire are interwoven in strands of bright and dark in the one hundred years of the Santa Fé Trail," says Truman H. Talley, writing in the New York Times, of the centennial celebrated by Kansas towns last month. "Over it," continues the writer, "coursed the pioneers that found the great West and by means of it as much as by any other agency there came into being the vast expanse of the United States. The trail has even great significance in that for centuries before 1922, when it was definitely opened and used as a trade route to what was then Mexican territory, it was the pathway of conquest and migration. Three and a half centuries ago Spanish explorers followed the same line to be followed in later years by the French."

To-day the trail is a section in the southern transcontinental motor route and between Kansas City and the city of Santa Fé is closely followed by the Santa Fé Railway System.

Thus amid the comforts of a Pullman the transcontinental traveler may roll over a route every mile of which was fraught with danger and hardship to the pioneer blazing the way westward along the Kaw and Arkansas and over the divide at Raton Pass, through Las Vegas until we leave the main line to visit Santa Fé.

Santa Fé had been a pueblo for untold centuries when the Spanish entered it in 1542. To-day the "City of the Holy Faith" with its ancient church built in 1680, its adjacent cliff-dwellings; its Old Palace of governors, Spanish, Pueblo, Mexican and American; its Indian Pueblos; Scenic Drive and its Museum are a few of the attractions which make a stop-over and the eighteen-mile side trip from the main line worth while.

Near Santa Fé is the Bandelier National Monument enclosing remarkable cliff-dwellings.

At Thoreau may be visited the Chaco Canyon enclosing prehistoric ruins.

From Gallup begins a side trip of unusual interest. One hundred miles northwest are the Canyons de Chelly, and del Muerto, wondrous formations of sheer

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walls, pinnacles, obelisks and crags with the mighty rock El Capitan towering over them. Prehistoric ruins are numerous.

From Gallup also another of our great natural wonders has been visited by a few intrepid travelers, the rose-hued "Rainbow Natural Bridge National Monument" spanning Bridge Canyon, 200 miles northwest. Near Gallup too, is the El Morro National Monument bearing on its huge rock inscriptions in Spanish.

At Flagstaff we are in the heart of the San Francisco Peaks region, and near by are Sunset Mountain, the lava beds, ice caves and cliff-dwellings of Walnut Canyon National Monument.

Continuing westward into the Navajo and Hopi country beyond, the western end of the Santa Fé Trail points of extraordinary interest are the Petrified Forests, a short drive from Adamana. There are three of these nature wonders and also near-by Aztec ruins and cliff-dwellings, the Painted Desert, while north of Adamana are the seven famous Hopi pueblos.

Resuming the west-bound route Canyon Diablo is passed, the San Francisco Peaks loom up to the right and then at Williams digression northward is made by all wise tourists to that most stupendous creation of American scenery, the Grand Canyon of Arizona.

"In the very cradle of recorded Time," says Charles F. Lummis, "the Grand Canyon was waiting, under the Slow Smile of God, for Man to come to it and know His chiefest Wonder-vision on earth; this vast chameleon, unearthly, attainable, Mirage in Immortal Rock. Through millenniums it has been worshipful and awe-full to the bronzed First Americans, whose swallow-nesting homes still crumble along that amethystine 'Rim' . . . The Grand Canyon Bids You! Come, all ye Peoples of the Earth, to witness God's boldest and most flaming Signature across Earth's face! Come—and penitent—ye of the United States to marvel upon this chiefest Miracle of our own land!"

South of Williams on a southern spur of the Santa Fé System at Clarkdale, Arizona, is the Montezuma Castle National Monument with numerous cliff-dwellings.

Through sleepers are operated from Chicago direct to the Canyon on two of the Santa Fé's through trains, and also from the Canyon direct to Los Angeles. The least time which should be allowed for a stop-over is three or four days. At least one day should be allowed for the carriage drive along the famous Hermit Rim Road and the motor trip to Grand View. From vantage points along these routes the tourist may gaze in fascination down into the vast depths and across to the opposite walls of the abyss. Another day is necessary for the indispensable trip down Bright Angel or Hermit Trail and return. No one has seen the Canyon adequately who has not made this descent. A third day may be well devoted to the many short trips from El Tovar.

At Ash Fork beyond Williams one stem at the Santa Fé System dips southward to Prescott and Phoenix, this being the route to the celebrated Castle Hot Springs.

Across the Colorado River at Needles, California is entered, one line diverging at Barstow for Los Angeles and San Diego, another continuing through the central valleys to San Francisco with a side trip to the Yosemite en route.

#### GOLDEN STATE ROUTE TO CALIFORNIA

The main stem of this route originates at Chicago by the Rock Island System with contributing lines from Minneapolis, St. Paul, St. Louis or Memphis. From Chicago the Illinois River Valley is followed, passing the historic Starved Rock, crossing the Mississippi at Rock Island, thence intersecting the fertile agricultural regions of Missouri to Kansas City, crossing there the Missouri River, passing over the wheat belt of Kansas, a corner of Oklahoma and Texas famous cattle ranges into Spanish

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### A TONIC FOOD



## WINTER TRAVEL AND PLAY- GROUNDS—Continued

America as it exists in New Mexico and Arizona. On this part of the route is located the National Monument, Tucumcari, the ruins of an ancient Franciscan Mission. From Tucumcari, New Mexico, the through California trains follow the El Paso and Southwestern System to El Paso, thence to the Coast, over the Southern Pacific Route (described elsewhere) entering California via the Carisso Gorge or Southern Valleys.

### SALT LAKE ROUTE TO LOS ANGELES

Still another route through a part of the Southwest to Southern California is that from Chicago westward to Salt Lake City, thence to Los Angeles. Originating at Chicago by the Chicago and Northwestern System this steel highway follows the Overland Trail of pioneer memories to Omaha and thence westward by the Union Pacific System to the Rocky Mountain region, being joined at Cheyenne by the division beginning at Kansas City and continuing west and north via Denver. At Salt Lake City the route turns to the southwest and follows through Utah and Nevada the old Mormon Trail which led over the Southern rim of the Salt Lake Basin.

Between Caliente and Las Vegas the train passes through Rainbow Canyon, a brilliantly hued and fantastically shaped cleft in the earth. Beyond this the route passes through the Palisade Canyon and across the California line through Mojave Canyon and Cajon Pass into the San Bernardino Valley and through the fruitlands of Southern California to Los Angeles.

### HOT SPRINGS NATIONAL PARK

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Thus does The Padre's Chronicle give the earliest written description of the forty-six Hot Springs in the Ozarks of Arkansas, now a National Park with twenty bath-houses, and visited annually by thousands of health and pleasure seekers. Through car service from Chicago is provided by the Illinois Central System to Memphis, thence by Rock Island System to Hot Springs, also by the Chicago and Alton System to St. Louis, thence Missouri Pacific to Hot Springs while from eastern points direct service is available via St. Louis or Memphis.

### GLIMPSES ALONG THE SUNSET ROUTE TO CALIFORNIA

Southernmost of all rail highways leading to and from California this route extending between New Orleans and San Francisco provides a constant variety of travel experiences.

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"The Crescent City," writes John T. Faris in his book, "Seeing the Sunny South," "proudly looks out on the river that built her foundations ages before D'Iberville's decision in 1718 to make this the site of the metropolis of the French possessions in America. . . . let no one think that the only time to see New Orleans is during the Mardi Gras festival. The best season is when the crowds are absent, when the wanderer through the Vieux Carre, or old city, has leisure to pause at the delightful French market; to turn into

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one of the oyster bays—where, if he is unwise, he may call for a dozen raw oysters, only to find that he can not possibly dispose of more than four or five of the monster bivalves set before him; or to take a seat in a French restaurant down some side street where the chef knows the secret of making the delectable oyster loaf, which is only imitated in other cities. . . . Not far from the city's business center—whose modern high buildings are near-neighbors of structures that were modern when steamer traffic was in its glory, as well as of some of the survivors of the days of French ownership—are warehouses where the familiar bales from the field compresses are further compressed into startlingly small compass for export, and the docks where great ocean-going steamers discharge and receive their cargoes. One can wander for hours on these docks, and can return with pleasure the very next day and gaze at will on the busy scene.

Visitors to New Orleans will be interested also in viewing that vast engineering undertaking which the rare enterprise of the city has made possible, the twenty-million-dollar Lake Pontchartrain Canal enabling shipping to save forty miles in reaching the Gulf.

If we have come from the eastern States we have arrived at New Orleans by direct steamer of the Southern Pacific Steamship Line after a six-day voyage direct from New York over ocean, Gulf and for one hundred miles up the "Father of Waters," or by any of the several trunk lines and their connections from eastern or middle western cities.

As we actually begin the western journey and are ferried across the broad Mississippi, the way leads through the canebrakes, cotton fields, plantations and bayous of Southern Louisiana, names of the towns suggesting French Canada.

Crossing the Texas Line we come to Houston, center of many railway lines, its ship canal to the Gulf giving it a deep-water harbor, its commerce and industries ranking it as the commercial metropolis of the State and its civic appearance stamping it as one of our most progressive cities. From here a spur of the Sunset Route extends southward fifty-eight miles to Galveston, described elsewhere.

Westward the rail highway crosses the Texas cattle country with ranges over which move vast herds, the land of the cowboy and ranch house.

About six hundred miles from New Orleans the prairies give place to the hills and we rise to San Antonio with its strange commingling of sky-scrappers and adobes not forgetting the immortal Alamo, shrine of Texan liberty, and the ancient Spanish missions nearby.

San Antonio welcomes throngs of tourists every winter.

It is now a gradual climb with peaks becoming higher till we pass over the summit of this route at Paisano at an altitude of 5,082 feet and reach El Paso, largest of the border cities and one of the chief gateways to Mexico. Here from the northeast the "Golden State Route" from Chicago via Chicago Rock Island and Pacific and El Paso and Southwestern Systems (outlined elsewhere) joins the Sunset Route continuing on it to the coast.

Another famous river is now crossed, the Rio Grande and about 100 miles from El Paso the Continental Divide is crossed, 4,586 feet above sea-level.

At Bowie, Arizona, diverges the famous side trip to the Apache Trail Highway and Roosevelt Dam, an experience no transcontinental traveler should miss.

At Globe you board motor-cars for a 120-mile drive to Phoenix, probably unsurpassed by any other on the continent, along the precipices of canyons under richly hued cliffs, past the Tonto Cliff Dwellings to the stupendous creation of man, the Roosevelt Dam, behind which are impounded the azure waters of an immense mountain-walled lake. As one writer describes this historic trail—"The way leads along an ancient thoroughfare—to-day the 'Oldest



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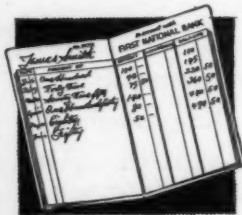
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Highway in America.' Before the dawn of civilization came the cliff-dwellers, unknown save for those ruined fortress homes that hang like swallows' nests in niches of canyon walls. Swarming down this pass marched the Toltecs, and along the same trail rode in 1540 the bright armored band of Coronado, seeking the lost cities of Cibola with their untold wealth. Then came humble friars who wandered here afoot—somber-robed Jesuits and Franciscans—and they were followed by the hardy American pioneers, frontiersmen in buckskin, pathfinders and scouts, red-shirted miners and blue-clad cavalymen. And against all these were arrayed the fiercest of Indian tribesmen, the Tonto Apaches and their kindred, and to them for years this ancient way belonged by right of might. Here was the war-path along which the Apaches set out on their bloody forays, and at their head rode battle chiefs whose very names inspired terror—Cochise, Mangus, Colorado and Geronimo."

Near Globe are the cliff-dwellings preserved in the Tonto National Monument.

Phoenix is the station for the Papago Saguaro National Monument, enclosing collections of desert flora.

Tri-weekly sleeping-car service is provided on the Sunset Limited between New Orleans and Globe and between Globe and Los Angeles for accommodation of travelers who desire to make the Apache Trail Highway side trip.

Tourists with limited time are enabled to make this Apache Trail Highway detour without loss of a business hour by taking the Globe sleeper from New Orleans on the Sunset Limited, making the automobile trip to Phoenix and resuming the rail journey from there in the Los Angeles sleeper.

Resuming the main route we come upon Tucson, another desirable stop-over point. For Tucson with its dry air and sunshine is among the foremost resorts of the Southwest for health seekers and winter vacationists. Here marched Coronado and his Conquistadores in 1540 and you may attend services in the Mission San Xavier del Bac, near by, built in 1699. The Tucson of to-day is a busy, attractive city, containing among its modern institutions, the Carnegie Desert Botanical Laboratory, the State University, an excellent golf course and attractive hotels. From Tucson a side trip to Nogales, Hermosillo and Guagmas, Mexico, may be made. Near Tucson is the Tumacacori National Monument with its famous ruin of an ancient Franciscan Mission.

Beyond Tucson at Casa Grande a visit may be made to the Casa Grande National Monument, containing some of the most valuable remains of a prehistoric race.

At Yuma, the Colorado River is crossed, California entered and the long trail from New Orleans forks. The main route follows the southern valleys to Los Angeles, where it again forks into two divisions, one extending northward through the central valleys through Mojave, Bakersfield, Merced (side trip to Yosemite Valley) and San Francisco, the other following the coast through Santa Barbara, Del Monte, Monterey and Santa Cruz to San Francisco. The route which diverges from the main line west of Yuma is the new rail highway through one of California's grandest scenic spectacles, the Carisso Gorge. After passing through this canyon it dips slightly across the Mexican border and then turns north to San Diego.

Tri-weekly through sleeping-car service between New Orleans and San Diego is provided now for the first time on the Sunset Limited, the schedules of this service being designed to afford daylight passage through the Carisso Gorge. Friday departures from and Tuesday arrivals at New Orleans of both tri-weekly through



sleeping-car services to the Carisso Gorge and to the Apache Trail provide connections with the Southern Pacific New York-New Orleans steamship line, the steamers of which leave New York on Saturdays and arrive at New Orleans early in the morning of the following Friday, leaving New Orleans for New York every Wednesday, arriving New York on the morning of the following Monday.

#### UNDER THE SUNNY SKIES OF CALIFORNIA

Resembling in many ways its European prototype, the southern coast of California may be termed appropriately the great American Riviera. Yet this thin strip of shore line is only one part of the Golden State's winter attractions. Back of the ocean resorts are fertile valleys, sunny hillsides and the nature wonders of the Sierras. Pioneers came to California to dig its precious ores. Subsequent generations in ever-increasing numbers come hither to extract California's permanent riches of health, rest and recreation. Countless thousands of these pilgrims never return, for California holds them happy and contented in her enduring embrace. All degrees of climate are available. One authority has likened the winter of Southern California to the Indian Summer of the East. While golden citrus fruits ripen in the southern valleys, in the northern and eastern mountain regions the snow belt is attainable.

Arriving in California at San Diego or Los Angeles, favorite winter gateways, having come through the Carisso Gorge or the Cajon Pass, we are at the southern boundary of a recreation region stretching far northward to San Francisco.

San Diego embraces two cities in one, the "Old Town," founded by the Spanish in 1769, and the crumbling remains of the first of the Missions founded by Father Serra in 1769 may be visited. San Diego has many other points of interest, including that landscape gem, Balboa Park, Mission Cliff Gardens and sight-seeing excursions to Point Loma, the outlook from which Charles Dudley Warner described "as one of the most remarkable views in the accessible civilized world, one of the three or four really great prospects which the traveler can recall, astonishing in its immensity, interesting in its peculiar details." At Point Loma is the Cabrillo National Monument commemorating the discoverer, Juan Rodriguez Cabrillo.

Across the Bay is gay Coronado with its garden-surrounded homes, imposing hotel and ample bathing-beach.

Traveling over the northward boulevard from San Diego we come to that most famous tourist center of Southern California. "It is Los Angeles," says Charles Francis Saunders in "Finding the North While in California" (Robert McBride), "to which all roads lead south at Tehachapi (mountain range separating Central California)—and the base from which the tourist in Southern California can most readily set forth to see what he came for. The city possesses the usual assortment of palatial residences, beautiful parks, flowery private grounds, and public institutions of all kinds, common to American municipalities of metropolitan pretensions, and in addition the especial tinge that rose-embowered bungalows, rustling palms and an ostrich farm or two communicate. Personally, I have found the neighborhood of the Old Plaza a fascinating loitering-ground for spare half-hours, with its shifting and picturesque Mexican street life; the shops with their stocks of queer Mexican edibles, Guadalajara pottery and cholo hats; the restaurants often with a proper name. . . . Among the pleasant anticipations of most Easterners visiting the Coast for the first time is a sight of the Pacific Ocean. The heart of Los Angeles is a bare twenty miles from it and electric cars and jitneys a-plenty will carry you in three-quarters of an hour to any one of six or eight beach resorts, where even in mid-winter you may take a surf bath. . . . All

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Not a metal container for safety matches. (He'll never carry the darn thing.) Send him some tobacco. (That's what men usually smoke in pipes.) So to

Edgeworth smokers, to the friends of Edgeworth smokers, and to all others who may be interested, we respectfully offer this Christmas suggestion: a 16-ounce glass jar of Edgeworth Ready-Rubbed.

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If your regular dealer hasn't enough glass jars to supply the Christmas trade, let us play Santa Claus for you.

Send us \$1.65 for each jar, a list of the friends you want to remember, and your personal greetings cards. We'll do the rest.

We'll pack the glass jars in appropriate Christmas boxes, enclose your cards and send them off in plenty of time to reach your friends before Christmas. Meanwhile, if you are not personally acquainted with Edgeworth, we will be glad to send you free samples—generous helpings both of Edgeworth Ready-Rubbed and Plug Slice.

Just send us your name and address on a postal and we will forward the samples promptly. If you will also include the name and address of your tobacco dealer, we will appreciate your courtesy.

For the Christmas packages or the free samples, address Larus & Brother Company, 5 South 21st Street, Richmond, Va.

To Retail Tobacco Merchants: If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

## WINTER TRAVEL AND PLAY-GROUNDS—Continued

tastes are catered to. There is, for instance, gay little Venice with its mild flavor of Coney Island and its gondolas on real canals, which the streets cross on bridges; and there is Redondo, where you hunt for moonstones and may really find some; and there is Long Beach, loved of quiet, retired Middle Westerners, who have settled there by the tens of thousands."

Most visitors to Los Angeles make the excursion from Los Angeles Harbor to the mountain-crowned island of Santa Catalina, a three-hours sail from the mainland. Almost a part of Los Angeles is Hollywood, known to every "movie" fan throughout the world. A short trip leads to Mt. Lowe with its remarkable railway and superb views and another drive may be taken to Pasadena with some of California's most superb residences facing its Orange Grove Boulevard, "The Rose City" it is termed, and an annual event every New Year's day is Pasadena's "Tournament of Roses."

Over the famous Magnolia Drive of Riverside we may motor to that quaintest of all American hostleries, the Mission Inn. Dining there is an experience never to be forgotten.

Redlands, embowered in palms, peppers, its streets lined with homes in exquisite floral settings, is a delight to the winter tourist. Not far distant, too, is San Fernando with its famous Mission.

Superb trunk highways stretching northward from San Diego and Los Angeles provide delightful facilities for seeing California intimately.

The world-famous highway beginning as "The Ridge Road" and continuing northward as "Camino El Sierra" extends through the central regions of the State intersecting San Fernando with its missions; Bakersfield, metropolis of the San Joaquin Valley; Fresno, near which is the Devil Postpile National Monument, a geological fantasy resembling the Giant's Causeway; Stockton, gateway of the San Joaquin Valley and Sacramento, the capital city, with branches eastward to the Yosemite, Big Trees and Tahoe Country, westward to Oakland, San José and San Francisco.

There is another superb and historic north-and-south highway bordering the coast. "It is," says Charles Francis Saunders in "Under the Sky in California" (McBride Company), "the fashion nowadays to call it by its old Spanish name, El Camino Real—the King's Highway—and to travel it, if one travels it at all, by motorcar, making the run from San Diego to Los Angeles between a late breakfast and an early tea; then to Santa Barbara in another day, and on to Paso Robles the third; to Monterey the fourth, spending the night at Del Monte; and on the evening of the fifth, you slip leisurely into San Francisco to a bath and a comfortable dinner. Or you may reverse the procedure. . . . To one with a taste for the outdoors and the romance that clings to Franciscan Missions, there is a great delight in this trip of six hundred miles over roads rich in sights more Old-Worldly than New, and never dull."

This highway passes through Santa Barbara with its ancient mission and very modern hotels, San Luis Obispo, another mission center, Carmel-by-the-Sea, Del Monte and Monterey, the beautiful, on Monterey Bay, and San José, in the heart of the Santa Clara fruit lands, then on to San Francisco.

"While there is a certain sameness about all cities," continues Mr. Saunders, "San Francisco has a marked individuality; and if you first arrive there from the South, you are struck at once with the atmosphere of stirring business that pervades its downtown streets—which, of course, is to be

expected of the commercial and financial center of the Coast. It is a very cosmopolitan city, as much so, in kind, as New York. . . .

Visitors to San Francisco will find much to occupy their time and secure their interest. In the city itself, or close by, are the water front with ships from the seven seas, Nob Hill, Golden Gate Park, Seal Rocks, and many other points of interest.

There are many tempting out of town trips from San Francisco, including the Peninsular Highway to Palo Alto, passing through miles of attractive suburban towns; the ferry trip across to Oakland, thence right to Mount Diablo; and to Berkeley with its university buildings, the trip to Mt. Tamalpais with its exceptionally fine views of the Golden Gate; the Muir Woods National Monument, etc.

Tourists traveling between Southern California and San Francisco should not fail to visit the Yosemite, one of our few National Parks open during the winter.

While the higher elevations, including the Mariposa Grove, are inaccessible except during the summer season, extending from May to November, the winter visitor will be richly repaid.

"The Yosemite Country invites all lovers of the thronging mountains," says John H. Williams, author of the delightful book "Yosemite and Its High Sierra" (John H. Williams, San Francisco). "It offers the enjoyment of a landscape famous for its elements of surprise and wonder. It promises the lasting interest of wild upland grandeur, softened by the beauty of flower-meadow and forest, of deep-set lakes and innumerable falling waters. A land of superlatives, it truthfully boasts the most splendid high-walled valleys, the loftiest cataracts, the oldest, state-liest, and most noteworthy trees, in the world."

Access to Yosemite National Park is provided from Merced, located on the Santa F6 and Southern Pacific Systems, thence by Yosemite Valley Railroad to El Portal, the Park's main gateway.

In this brief outline we have given only a glimpse of California's myriad winter attractions. Authors and artists have done their best to depict California to those unfortunates who have never visited her mountains, valleys, shores, cities and missions. Entertaining as are their books, impressive as are their pictures, only contact with the reality can disclose the charm of this winter playground. Routes to the Golden State are described elsewhere.

## IN THE PARADISE OF THE PACIFIC

Hawaii expects to witness the greatest tourist rush in its history during the present season. There are three prime causes for this: First, a universal desire to satisfy the longing for a sojourn in romantic South Sea Islands; second, more ocean transportation than ever before to carry the throngs to Hawaii; third, the decision of the Hawaiian people to make the tourist business one of its premier crops along with sugar-cane and pineapples.

Few regions in United States territory offer a greater variety of attractions for a winter trip and sojourn. The minimum temperature in winter is 55°, while the waters of famous Waikiki Beach, near Honolulu, average 78° the year round. All the charm of tropical scenery, vegetation and unusual peoples is found here.

There are five islands of chief tourist interest. Oahu contains fascinating Honolulu; the great Pali precipice; mountain grandeur; plantations and excellent motor roads.

Kauai, known as "The Garden Isle," is a region of wonderful scenery, including such natural curiosities as the Spouting Horn at Kalua, the Barking Sands of Nohili, etc.

Crowning the Island of Maui and included in the Hawaiian National Park is the great extinct crater, Haleakala, 10,000 feet in altitude.

The Island of Hawaii, containing another



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#### A Good Memory for the Minister

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From San Francisco to Sydney (Australia) via Hawaii and Samoa is the route of the "Sydney Short Line" of the Oceanic Steamship Company. Between San Francisco and Papeete (Tahiti) Rarotonga (Cook Islands), Wellington (New Zealand) and Sydney (Australia) sail the steamships of the Union Steamship Company of New Zealand, Ltd.

From San Francisco southward calling at Los Angeles are being operated three steamships of the Pacific Mail Steamship Company to New York via the Panama Canal at about seventeen-day intervals.

Tourists to South America from the Pacific Coast can take another division of the same line from San Francisco to the Panama Canal, thence Grace, Pacific, Peruvian or Chilean Line to chief ports of Peru and Chile, Transandinian Railway, Valparaiso or Santiago (to Buenos Aires, thence Munson Line or Lamport & Holt Line to New York).

### FROM LOS ANGELES

Between Los Angeles and Hawaii is the newly established direct route of the Los Angeles Steamship Company.

### COASTWISE

Between San Diego, Los Angeles and San Francisco regular service is provided by vessels of the Los Angeles Steamship Company.

Between San Diego, Los Angeles Harbor, San Francisco, Astoria, Portland, Victoria and Seattle are operated frequent sailings by the Admiral Line (Pacific Steamship Company).

From Los Angeles Harbor to Santa Catalina Island daily sailings are made by the Wilmington Transportation Company.

## WINTER CRUISES TO EUROPE

Bookings for Mediterranean Cruises are reported larger than for any winter since pre-war times. Bigger and more numerous steamships than heretofore are scheduled for this service.

Many of the discomforts and inconveniences of foreign travel may be avoided by arranging trips through experienced tour managers and joining special cruise parties.

All leading tourist agencies are conducting Mediterranean voyages with inclusive shore excursions.

Among the steamships engaged in these voyages will be the Cunarder "Mauretania," operated by the Travel Department of the American Express Company; the White Star Liner "Homer," under charter by Thomas Cook & Son; the Canadian Pacific Steamship "Empress of Scotland," engaged by Frank C. Clark Tourist Agency; the Cunarder "Seydlitz," by the Frank Tourist Company and the Holland America steamship "Rotterdam," under the management of Raymond & Whitcomb Company.

Special Mediterranean tours will also be operated by the Cunard Line with its steamship "Caronia"; the White Star Line with its steamships "Adriatic," "Cedric" and "Arabic"; the Red Star Line with its steamship "Lapland"; the Cosulich Line with its steamship "Presidente Wilson"; the Fabre Line steamships "Canada," "Patria," "Providence," "Roma," "Madonna," etc.; the Navigazione Generale Italiana with its steamship "Giulio Cesare"; and the Lloyd Sabaudo Line with its steamship "Conte Rosso."

Regular sailings between America and Mediterranean ports are being made by the Cunard Line, International Mercantile Marine, Navigazione Generale Italiana, Lloyd Sabaudo, and other lines.

Also showing a great increase in bookings are the "round-the-world" tours, for the accommodation of which four huge ships are necessary. These include the Cunarder "Laconia," which has already departed under charter of the Travel Department of the American Express Company; the United American Steamship "Resolute," operated by the Raymond & Whitcomb Company; the Canadian Pacific Liner "Empress of France," operated by the Frank C. Clark Tourist Agency; and the new Cunarder "Samaria" for the tour of Thomas Cook & Son.

Tourists planning individual trips to Spain, the Riviera, Italy, Switzerland, France, Holland and Great Britain may conveniently book through the leading tourist agencies. Regular transatlantic service will not differ materially from that of last winter.

The Fleet of the International Mercantile Marine will be operated during the present winter in the following divisions and steamers: White Star Line, New York to Cherbourg and Southampton Service, steamers "Olympic" and "Majestic"; White Star New York to Bremen Service, steamers "Pittsburgh" and "Canopic"; White Star New York to Liverpool Service, steamers "Baltic," "Cedric" and "Celtic"; American Line New York to Hamburg Service, steamers "Mongolia," "Manchuria" and "Minnekahda"; Red Star Line Antwerp Service, steamers "Zeeland," "Finland" and "Kronland."

The Cunard-Anchor Line sailings for the winter season will be as follows:—between New York, Cherbourg and Southampton, steamers "Berenzaria" and "Aquitania"; between New York, Londonderry and Glasgow the steamships "Cameronia," "Columbia," "Algeria" and "Assyria"; between New York, Queenstown and Liverpool the steamships "Tyrrhenia," "Tuscania" and "Carmania"; between New York, Halifax, Plymouth, Cherbourg and Hamburg the steamships "Saxonia" and "Antonia."

The Royal Mail Steam Packet Company will operate a fleet of its "O" steamships, "Orca," "Ohio," "Orbita" and "Orduna" between New York, Cherbourg, Southampton and Hamburg.

Under the Stars and Stripes sail the U. S. Government "President" ships of the United States Lines, the "George Washington," "President Fillmore," "America," "President Harding," "President Roosevelt" and "President Arthur" between New York, Plymouth, Cherbourg and Bremen; and between Cohn (Queenstown), Plymouth, Cherbourg and London the steamships "President Monroe," "President Adams" and "President Van Buren," "President Polk" and "President Garfield."

Flying the Tricolor of the French Line the "France," "Paris" and "Rochambeau" will operate over the New York, Plymouth and Havre Division; the "Lafayette," "Chicago," "La Savoie," "La Bourdonnais," "Roussillon" will make the New York-Havre sailings, while other ships of this line sail between New York, Vigo, Spain and Havre, and New York, Vigo and Bordeaux.

With the flag of the Netherlands at their main trucks the Holland-America Line will have two new steamships in the Plymouth-Boulogne-sur-Mer-Rotterdam service, the "Volendam" and



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Or, if you prefer, get one Hoffman Valve, test it on your worst radiator, convince yourself, and then put Watchmen on all your radiators.

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## WINTER TRAVEL AND PLAY- GROUNDS—Continued

the "Veendam," while other ships covering this route during the winter will be the "Noordam," "Ryndam" and "New Amsterdam."

"Sailings for Denmark, Norway and Sweden will be made by steamships "Oscar II," "United States," "Hellig Olav," "Frederik VIII," of the Scandinavian American Line, and the "Stavangerfjord" and "Bergensfjord" of the Norwegian-American Line.

"Between New York and Gothenburg is the route of the Swedish-American Line steamships "Stockholm" and "Drottningholm."

"Over a route eastbound from New York to Hamburg, Danzig, Pillau, Libau, returning from Libau via Danzig, Copenhagen and Halifax are operated the steamships "Latvia," "Polonia," "Lituania" and "Estonia" of the Baltic-America Line.

"Steamship service from New York direct to Egypt, Ceylon and India is provided by the American and Indian Line steamship "City of Benares," the next sailing of which is January 10th.

## THE ANTITHESIS OF WINTER RECREATION ABROAD

If we did not bear in mind that human tastes vary as widely as the seasons it would seem strange that two regions of Europe offering attractions of almost opposite character draw thousands of winter tourists. The Riviera, the sunny shores of Italy, the tropical shores of the Nile and the quaint cities of Southern Spain are contrasted with the glistening snow and frosty atmosphere of the Swiss Alps, for to both these regions journey thousands of winter travelers.

Writing of the Riviera in his recent book "The Riviera of the Corniche Road" (Funk & Wagnalls Co.), Sir Frederick Treves, Bart., in speaking of that mountain-rimmed shore along which nestle such towns as Nice, Grasse, Monaco, Monte Carlo, Mentone and others, he says: "Here in the south, as compared with the north, the seasons are reversed. The winter is the time for pleasure; the summer for rest, for seclusion within shut doors and, it may be, for forgetfulness of things. . . . As the southern winter begins again the freshly-sown grass springs up; the lawns become green; the buds open; the roses, the heliotrope, the geraniums and the mimosa break into flower and the world is as gay as the sun and a caressing wind can make it."

Turning our thoughts northward, F. Dosenbach, author of "How to See Switzerland" (G. E. Stechert & Co.), says: "To-day, many people are flitting to the high Alpine realms, where Jack Frost and old King Sol reign in perfect harmony from beginning of December to beginning of March. In the crisp invigorating air which acts as a wonder tonic on tired nerves, humanity, no matter to which station of life they may belong, involuntarily assumes a playful mood. Toboggan and bobsleigh runs, ranging from the ordinary variety to the most daring thrillers; ice-rinks polished like mirrors for skaters, curlers and hockey players; vast frozen lakes for horse-racing, trotting, ski-kjoring, etc.; slopes, hills and mountains for adventure-seeking skiers; long stretches of picturesque mountain roads, enlivened by processions of tinkling horse-drawn sleighs; this is but one feature of winter in Switzerland, for the season of white has become such an important factor in the land of the Alps that the far-famed Poiret himself has opened an establishment in one of the ultra-smart resorts, affording the fair sex an opportunity to don a different costume for every characteristic variety of sport. Evenings too, are no longer a quiet affair by the fireside; they are devoted to musicales, dancing and theatricals and fancy-dress carnivals are not an unusual occurrence on the brilliantly illuminated rinks. In these attractions, which can be enjoyed in an altogether rejuvenating climatic atmosphere, lies the secret of Switzerland's magnetic charm as the world's playground during the formerly quiet season of white."

## The Season's Screen Novelty

OVER one thousand leading theaters are now showing this humorous motion picture. New bookings are being signed as fast as salesmen can cover their territory. And this real laughmaker is just three months old. But no wonder!

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## FUN from the PRESS

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## SCIENCE AND INVENTION

Continued

### THE LIGHT CURE

TREATMENT of disease by light-rays is reviewed in an editorial contribution to *The Journal of the American Medical Association* (Chicago). The writer is somewhat cautious in commending it, but thinks that it has been undoubtedly beneficial in some maladies, and that it has possibilities. That sunlight is beneficial to green plants, he notes, is an every-day observation. Through the intermediation of chlorophyll (green vegetable coloring matter) light energy is stored under conditions most advantageous to mankind. There is a wide-spread conviction that sunlight is health-giving to man as well as to vegetation; but proof of this traditional belief, he thinks, is not so easily secured. He goes on:

Sunlight is only one of numerous environmental factors to which the human organism is subject, and they can not readily be dissociated so that each can be charged with its specific responsibility for well-being or the reverse, as the case may be. It would be manifestly unfair to say that heliotherapy (sunlight treatment) is an entirely unexplored field; but it will scarcely be denied that its present claims and its accomplishment are essentially based on empiricism. To admit this is not derogatory to the possibilities of medical treatment through the agency of light rays, but rather a challenge to promote the scientific aspect of the subject. The latest studies of the sunlight treatment of rickets, notably those of A. F. Hess and others in this country, should give a marked impetus to the investigation of the physical factors as well as the clinical results.

The instance cited is a notable one for heliotherapy. Clark has suggested other fields in which the already evident possibilities of light therapy deserve experimental consideration from a clinical standpoint. The pioneer work of Finsen emphasizes the importance of considering a diversity of forms of radiant energy in skin affections. The relative safety of treatment with ultraviolet rays over roentgen-ray exposure should add to the desirability of careful consideration of the respective merits. In tuberculosis, especially surgical tuberculosis, heliotherapy has long had advocates. The observations made have warranted the suspicion that light of short wave-lengths, which is known to have marked bactericidal effects, may not be without salutary influence in the treatment of wounds. Other suggestions might be cited, while the familiar inflammatory reaction known as sunburn is an omnipresent reminder of the potency of absorbed ultraviolet light. It should be remembered that the potent rays of shorter wave-length do not penetrate glass. The shorter the wave-length, the smaller the layer of skin that will absorb the rays. Artificial lights, if glass-covered, are therefore harmless and therapeutically weak. Sunlight rarely contains enough for ultraviolet rays to produce injury. Consequently, heliotherapy that demands highly potent effects must look to artificial sources of radiation. The quartz mercury are and bare metallic arcs are known to belong in the potent class, and, as has often been warned, may be extremely injurious so that the eyes should be protected from them.

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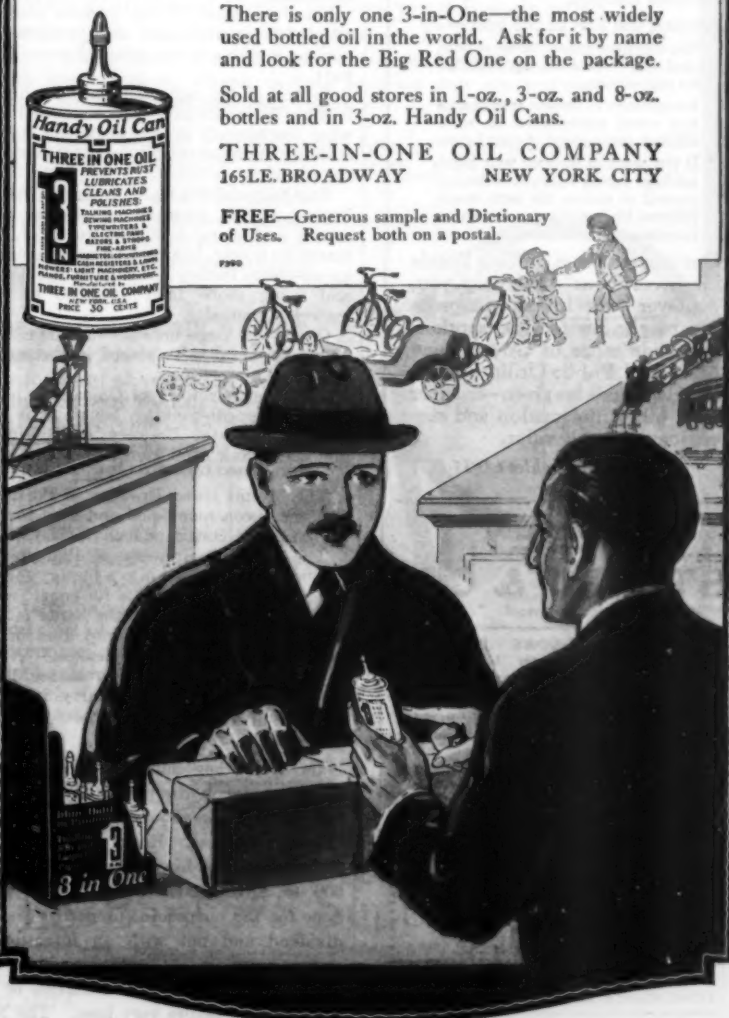
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## INVESTMENTS ▼ AND ▼ FINANCE

### WHAT THE BREWERIES AND DISTILLERIES ARE DOING

A FEW of them may be making liquor unlawfully, but for the most part, the owners of our large distilling and brewing plants seem to have accepted the new situation more or less cheerfully, and the vast majority of the plants, according to the *New York Evening Mail*, "have been converted into plants for the production of commodities that add to the economic wealth of the nation without injuring it mentally and morally as alcohol did." The *New York* editor asks us to "take Peoria for instance—"

It used to be the world's greatest whisky center. With the advent of Prohibition thirteen former distilleries located in or near it were taken over by a food-producing corporation, which spent more than ten million dollars in equipping them for industrial purposes. As a result those distilleries which formerly employed about 1,000 men in making alcohol are now employing four times as many in manufacturing beneficial foodstuffs.

Here are some of the various uses to which former distilleries and breweries in various sections of the country have been put:

Several of the important brewing buildings in Cincinnati have been converted into what has already grown to be the largest clothing manufacturing establishment in the world.

The National Capital Brewery at Washington, D. C., formerly employing fifty people and using \$130,000 worth of raw materials a year, has been transformed into an ice-cream factory, employing 150 people and using more than \$400,000 of raw materials annually.

One of the large breweries in the city of Milwaukee is now employed in the manufacture of motorcycles.

The Eagle Brewery of Chicago is being used by a meat-packing house, as is also the Monumental Brewery of Baltimore and the Frank Steil Brewery of the same city.

The Mount Hood Brewery of Portland, Ore., has been remodeled and used for the smoking and curing of fish.

The Schmidt Brewery of Philadelphia has been transformed into a factory for the production of a substitute for sugar, while the Shemm Brewery of the same city is now turning out maple sirup used in the manufacture of bread and cakes.

The Eagle Brewery of Providence, R. I., which formerly employed thirty-five men, is now employing several hundred men, as a sirup factory.

On the other hand, so prominent a brewer as Jacob Ruppert of New York is more optimistic about the future of the brewing business. He is increasing the capitalization of his company from \$100,000 to \$15,000,000. Altho this is being done for the purpose of preparing a stock dividend and not with an intention of present extension of the Ruppert plant, Mr. Ruppert anticipates a modification of the Volstead law before very long. The *New*

*York Times* quotes him as saying that "he is prepared to turn out 2,500,000 barrels of real beer a year if it is legalized," whereas before Prohibition he "turned out 1,250,000 barrels of beer." The Ruppert concern is now "making near beer at the rate of 350,000 barrels a year."

### OUR FOREIGN TRADE SHIFTING AWAY FROM EUROPE

AMERICA'S overseas markets are gradually shifting from Europe to Asia and the near-by countries of the new world," and "our Asiatic markets are clearly the ones which are likely to grow in relative importance." These interesting statements come from no less an authority than Dr. Julius Klein, Director of the Bureau of Foreign and Domestic Commerce, of the Department of Commerce. "Tho the absolute values of our shipments across the Atlantic will undoubtedly continue for years in excess of the pre-war figures, the relative importance of markets outside Europe is steadily increasing," said Dr. Klein in the course of a speech recently made in New York. In evidence of this shift it is pointed out that during the three fiscal years just before the war, Europe took an annual average of 61.2 per cent. of our exports. The peak of Europe's relative importance as market for our goods was reached in 1914-15 with a record of 71.2 per cent. of the total. Further figures given by Dr. Klein are quoted as follows in the *New York Commercial*:

There has been a progressive decline in the relative importance of Europe as an export market since that time, her average annual proportion in the three years' period ending June 30, 1922, having been 55.7 per cent.

Our sales to Canada, Mexico, Cuba, and other North American countries averaged 23.6 per cent. during the fiscal years 1912-14, inclusive, fell to about 18 per cent. during the war, and since 1918 have returned to 23 per cent., with evidence of a definite advance in the future.

South America is also improving, tho not quite so rapidly. Her post-war share averaged 6.4 per cent., as against 5.4 per cent. before 1914, tho the former figure was drawn down by an abnormal drop in the 1921-22 percentages.

The most significant progress, however, may be looked for in our Transpacific markets. Their share of our sales during the three years just before the war averaged 4.9 per cent., and since then have gone forward to a post-war average for 1919-22 of 10 per cent., reaching 11.7 per cent. in the fiscal year which has just closed.

The tide of American exports as a whole seems to be rising, according to Dr. Klein, the autumn figures showing a progressive progress. Certain factors which "portend a most favorable future" for our foreign trade are noted by this authority, who is

quoted in a Washington dispatch to the New York Tribune as saying:

At present the Bureau of Foreign and Domestic Commerce is handling inquiries concerning foreign trade conditions at the rate of 950,000 a year. Such interest in export commerce portends a new era in our commercial and industrial development, an era whose policy is based upon specific facts, grounded on studious preparation, instead of haphazard acceptance of things as they come.

#### DEATH OF A WAR-ORPHAN

ONE of the after-war problems confronting us and other belligerents has to do with what might be called "war orphans." Should they be kept alive by artificial means, or should they be allowed to die natural deaths? When foreign or enemy sources of raw materials were shut off, certain more or less exotic industries were brought into being, as the Boston News Bureau notes. Then, "after the war came the inevitable choice between extending artificial support or reverting to the old courses. In potash, dyes, chrome, tin, and sundry other such newly created lines, this issue came to the front." One infant industry which has been allowed to die, is that of tin-making. As we read:

Domestic production of tin was an outgrowth of the war. Prior to 1914 Bolivian tin mines sent their product to German and British smelters for treatment and the United States bought its sheet and other tin requirements in foreign markets. Opportunity came during the war to import some of the Bolivian concentrates to the United States and the American Smelting & Refining Co. set aside a section of its Perth Amboy smelter as a tin unit; the cost was around \$800,000.

Another tin smelter was constructed on Jamaica Bay, New York, which was owned jointly by the National Lead Co., Harvey Williams & Co. and the Patino interests, who own and operate the largest tin properties in Bolivia. The Patino group also has an important interest in the largest German tin smelter in Hamburg, but shipments thereto were, of course, impossible during the war.

The shippers of tin from Bolivia now find it to their advantage again to send their product to European smelters where they may obtain a rate of \$17 per ton of 60 per cent. concentrates cheaper than American smelters can afford to handle it; this is equal to about \$24 a ton of sheet tin.

Two years ago there was produced in American smelters—numbering half a dozen—about 36,000,000 pounds of tin. Upon the completion of present contracts production of tin in this country is to cease.

It was in the hope of protecting the industry, which started in 1916 in this country with a production of 4,522,000 pounds, that the American Smelting & Refining Co. and other producers sought to get a two-cent per pound duty included in the present tariff bill, but in this they were unsuccessful. It would have amounted to no more than 6 per cent. ad valorem, one of the lowest duties on the entire schedule.

And so the little infant industry must die.



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## CURRENT EVENTS

### FOREIGN

November 28.—The death penalty is in-  
flicted on five former Cabinet officers in  
Greece, three of whom were Premiers,  
and on one army commander, all of  
whom were charged by the revolution-  
ary government with responsibility for  
the Greek disaster in Asia Minor. In  
consequence of this action the British  
Government breaks off relations with  
Greece.

November 29.—Great Britain will scrap  
no more warships under the Washington  
Disarmament Treaty until the other  
nations have scrapped their quota,  
according to a statement made in the  
House of Commons.

The Turkish Nationalist Government  
states that the Christians are not being  
expelled from Asia Minor, but are leav-  
ing of their own volition. However, the  
exodus of non-Mohammedans continues  
unabated, it is reported.

November 30.—Three more men are ex-  
ecuted by the Irish Free State Govern-  
ment, the technical charge being pos-  
session of a revolver and bombs.

Seventeen persons are killed and as many  
more seriously injured in a pitched bat-  
tle between police and a mob in Mexico  
City, when the mob attempted to  
storm the City Hall as a protest against  
a water-famine said to be due to the  
negligence of the Aldermen.

December 1.—The Allies at the Near East  
Conference at Lausanne acquiesce in  
the Turkish proposal immediately to  
deport more than 500,000 Greeks from  
Turkish Asia Minor. The conference  
decides also that the 420,000 Turks in  
Grecian territory are to be deported  
in exchange.

The Allied Governments notify the Ger-  
man Government that fines of 500,000  
gold marks each have been imposed on  
the cities of Ingolstadt and Passau,  
Bavaria, because of attacks upon Allied  
missions which were searching those  
places for arms.

Pope Pius requests the Greek delegation  
at the Near East Conference to use its  
influence to prevent further executions  
of former officials by the Greek revolu-  
tionary government.

December 2.—Hsuan Tung, the seventeen-  
year-old deposed Emperor of China,  
weds the Princess Kuo Chin-si.

December 3.—Prince Andrew, brother of  
ex-King Constantine of Greece, tried  
on charges of contributing to the Greek  
disaster in Asia Minor, is punished by  
deprivation of rank and banishment  
from Greece. He embarks immediately  
on a British warship.

The Soviet Government opens a disarm-  
ament conference in Moscow with border  
States of Russia.

Switzerland defeats the proposed law pro-  
viding for a levy on capital for govern-  
mental purposes by a vote of 7 to 1.

December 4.—Lord Curzon, British For-  
eign Minister, warns the Turkish de-  
legation to the Lausanne conference that  
the Allied ships and men now in the  
Dardanelles constitute a "very definite  
factor in the situation." Discussion of  
the freedom of the Straits is postponed  
a day, giving the Turks time to state  
clearly their position.

Suit for \$10,000 is brought against Eamon  
de Valera by representatives of the Daile  
Eireann, who charge that De Valera  
lost the money which was part of the  
national fund.

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
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December 5.—The Irish Free State comes into being by the passage through Parliament of the bill creating it, and Timothy Healy, a native-born Irishman, becomes its first Governor-General. By a special order in Council the full administration of the country had already been handed over to the Provisional Government. Meanwhile Eamon de Valera issues a proclamation enjoining all citizens of the "republic" to refuse to pay taxes to the Free State Government.

Following the action of the Turkish nationalist police in confiscating passports of 100 Armenians as they were about leave the country, British troops protect the embarkation of the refugees.

The Brazilian Government invites Argentina and Chile to attend a disarmament conference at Valparaiso, Chile, on January 15, as a preliminary to the Pan-American Congress to be held at Santiago, Chile, in March.

General Papoulas, former commander-in-chief of the Greek Army and one of those charged with contributing to the Greek disaster in Asia Minor, is liberated by the revolutionary committee.

#### DOMESTIC

November 29.—The Ship Subsidy Bill, minus the tax rebate provision, and with ships owned by industrial corporations and used only for the transportation of their own products debarred from the benefit, is passed by the House by a vote of 208 to 184.

William Bross Lloyd, the millionaire radical, and six associates, who were serving sentences of from one to five years each for violation of the Illinois anti-syndicalist laws, are pardoned by Governor Len Small.

Attorney-General Daugherty has instructed the United States Attorneys all through the country to push Prohibition cases to an early trial, and to endeavor to stimulate enforcement of the Prohibition law, it is announced.

November 30.—Representative James R. Mann, of Illinois, dies at his home in Washington, in his sixty-sixth year. Mr. Mann had served a quarter of a century as a member of the House, and was formerly Republican floor leader.

December 1.—Thirteen Senators and Senators-elect and 23 members and members-elect of the House meet behind closed doors in Washington and decide to take steps toward enacting progressive legislation, which includes abolition of the Electoral College, direct primaries for all elective offices, including the Presidency, and earlier convening of newly elected Congresses.

Eleven of her crew lose their lives when the Canadian vessel *Maplehurst* founders in Lake Michigan.

More than 300 residences, two churches, and many business buildings are destroyed by fire in New Bern, North Carolina, the total damage being estimated at \$2,000,000.

December 2.—The Republican caucus votes to drop the Dyer anti-lynching bill, because of the protracted filibuster against it.

December 3.—A naval policy providing for a navy "second to none" and strong enough to support American policies, but maintained within the provision of the Naval limitation Treaty, is laid down by Secretary Denby in his annual report to Congress.

December 4.—Expenditures totaling \$3,180,843,234, and receipts \$3,361,812,359, are outlined in the budget for the

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## CURRENT EVENTS

Continued

fiscal year beginning July 1, 1923, and ending June 30, 1924, submitted to Congress by President Harding. Estimates made for 1924 are \$600,000,000 less than for this fiscal year.

The House of Representatives directs the judiciary committee to send for all persons and papers needed in its investigation of impeachment charges against Attorney-General Daugherty.

Judge Francis X. Mancuso instructs both the regular and additional grand juries for December to investigate the activities of the Ku Klux Klan in New York.

In a letter to Senator Walsh, of Massachusetts, Attorney-General Daugherty says the United States is without jurisdiction to deal with the Ku Klux Klan, that it falls within the police power of the several States.

The 67th Congress ends its second extra session and enters on the regular third session, which will expire March 4.

Four students of Colby College at Waterville, Maine, die in a fire that destroys a fraternity house.

December 5.—President Harding renominates Pierce Butler, of St. Paul, as Associate Justice of the Supreme Court, the nomination having failed of confirmation at the extra session.

## THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"J. H. H., Philadelphia, Pa.—"Please tell me the origin of the word 'grouch.' I do not find it in the dictionaries. Is the use of such words as 'grouch' and 'grouchy' slang?"

*Grouch*, connoting ill will or resentment against a person or condition, or grumbling discontent, dates from 1400. As a synonym for ill humor or bad temper it is a colloquialism common to the United States. "The word sprang up from the fertile hotbed of American patois—it was the spontaneous coinage of the streets. Like Topsy, it 'just grew.' 'Let's make one, and say that it is a contraction and combination of the words 'growl' and 'speech'—the first sound of the one joined to the latter sound of the other.' That really fits the case. The man with a *grouch* begins almost every speech with a growl."—Eugene Thwing in *The Christian Herald*, July 10, 1912. The words *grouch* and *grouchy* are colloquialisms.

"A. N. F., Pittsburgh, Pa.—"Kindly give me the meaning of the two phrases, 'frozen credit' and 'frozen money.'"

*Frozen credit* is credit not available for conversion into cash, and *frozen money* is money so invested that it is not available for immediate use.

"R. B. A., Albert Lea, Minn.—"Please describe the Confederate flag."

The flag of the Confederacy, popularly known as the Stars and Bars, consisted of a field of three bars, red, white, and red, and a canton in blue with as many white stars as States. This flag was first displayed March 4, 1861, over the State House in Montgomery, Ala. Owing to the fact that it bore too close a resemblance to the Stars and Stripes, the Confederacy in 1863 adopted a white flag with one blue star in the center. The battle-flag of the Confederacy was a blue St. Andrew's cross with white stars on a red ground.

"R. T., Chicago, Ill.—"Is there such a word as *billable* in the English language?"

There is. It means "that may be billed" or "liable to be served with a bill; also, indictable."

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"J. O. C." Lake Beulah, Wis.—"(1) Can you give me a brief statement of the Pilgrim Fathers who sailed in the *Mayflower* in 1620, supplying the names of the families? (2) In one of Emerson's essays I find the word *villeggiatura* which I am unable to find in my dictionaries. Please give the meaning."

(1) In 1620 the *Mayflower*, a ship of 180 tons, sailed from Plymouth, England, with 101 Puritans on board. The object of these persons was to found a colony in northern Virginia, but adverse winds drove them out of their course to Cape Cod (Provincetown) Harbor, where they dropped anchor.

Before landing forty-one members of this expedition subscribed their names, each noting the number of his family, on behalf of themselves and of their families, to the following Compact. The names are given in the order of signing.

### Compact of the Pilgrims

(Signed on board the *Mayflower* in Cape Cod [Provincetown] Harbor before landing.)

"In ye name of God, Amen. We whose names are underwritten, the loyal subjects of our dread sovereign Lord, King James, by ye Grace of God, of Great Britaine, France & Ireland King, Defender of ye Faith, etc. Having undertaken, for ye Glorie of God, and advancemente of ye Christian Faith and Honour of our King and countrie, a Voyage to plant ye first Colonie in ye Northerne part of Virginia, doe by these presents solemnly and mutually in ye Presence of God, and of one another, Covenant & Combine ourselves together into a Civill body Politick, for our better Ordering and Preservation & Furtherance of ye ends aforesaid; and by Vertue hearof to enact, constitute, and frame such just and equall lawes, ordinances, Acta, Constitutions & Offices, from Time to Time, as shall be thought meete & convenient for ye generall good of ye Colonie, unto which we promise all due submission and obedience.

"In witness whereof we have hereunder subscribed our Names at Cap. Codd ye 11 of November, in ye year of ye Raigne of our Sovereigne Lord King James, of England, France & Ireland ye Eighteenth, and of Scotland ye fiftie fourth Ano: Dom. 1620."

John Carver  
Wm. Bradford  
Edw. Winslow  
Wm. Brewster  
Isaac Allerton  
Miles Standish  
John Alden  
Samuel Fuller  
Chris'r Martin  
Wm. Mullins  
Wm. White  
Rich. Warren  
John Howland  
Steph. Hopkins  
Edw. Tilley  
John Tilley  
Francis Cook  
Thomas Rogers  
Thomas Tinker  
John Ridgedale  
Edw. Fuller

John Turner  
Francis Eaton  
James Chilton  
John Crackstone  
John Billington  
Moses Fletcher  
John Goodman  
Degory Priest  
Thomas Williams  
Gilbert Winslow  
Edw. Margeson  
Peter Brown  
Rich. Britteridge  
George Soule  
Rich. Clarke  
Rich. Gardiner  
John Allerton  
Thomas English  
Edw. Doty  
Edw. Leister

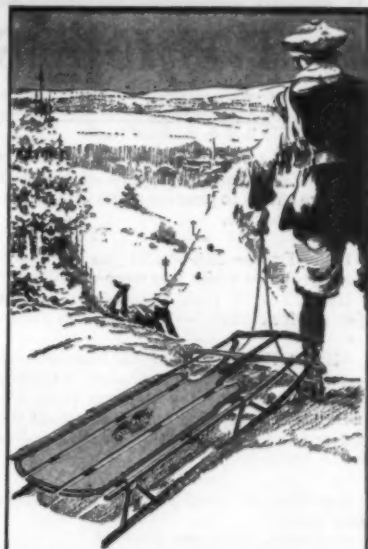
(2) You will find the word *villeggiatura* defined in the New Standard Dictionary (p. 2653). It is an Italian word and means "a sojourn in the country or at a country villa."

"T. S." Toronto, Ont., Can.—"Can you give me the meaning of the word *carpathious*, as, 'a carpathious teacher'? I can't find the word in the dictionary."

*Carpathious* is a Scotticism and Hibernianism sometimes written *carpathous*, and means "irritable, ill-tempered, quarrelsome." The word may be derived from *car*, a bitter or sad expression of the face, or *carb*, caviling, carping, dissatisfaction, and *knapious*, captious, quarrelsome, or *knappish*, snappish, snarling, spiteful.

"P. H. R." Chehalis, Wash.—"Can you tell me how the phrase 'sowing one's wild oats' originated?"

The Lexicographer can not state definitely with whom this term originated, but he has been able to trace the phrase as far back as 1576 in English literature, since which time it may be met with frequently. The meaning of the phrase is to commit youthful follies or excesses, or to spend one's early life in dissipation, usually with the implication of subsequent reform. The allusion is, of course, to the folly of sowing wild oats, which are of no value, instead of good grain that will bring in a harvest of worth.



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**Prepared to Jump.**—Our own opinion is that the kangaroo is just one of Nature's abortive efforts to produce a safe pedestrian. —*Baltimore Sun.*

**Up-to-Date.**—SHE—"Did you meet any Stage Robbers while you were out West?" HE—"Yes, I took a couple of chorus girls out for dinner."—*The Columbia Jester.*

**Mixing the Sentence.**—A learned professor tells us there is a modern tendency among the aristocracy to drop their h's. Perhaps this accounts for the fact, that the Kaiser has been led to the altar instead of to the halter!—*Eve (London).*

**For Hire.**—"Could you place my son in your office?" "All right; what can he do?" "What can he do? If he could do anything I'd hire him myself."—*Karikaturen (Christiana).*

**Such Is Man.**—When he is born, his mother gets the attention; at his marriage, the bride gets it; at his funeral, the widow gets it.—*The Associated Editors.*

**A Hint to Hens.**—An Ottawa hen laid an egg daily for 107 days. There's a saying in every hen-house that an egg a day keeps the hatchet away.—*Judge.*

**Superprohibition.**—"I hope that the fact that the wets showed strength in your State does not affect your belief that prohibition needs enforcement."

"It needs more than that in some unregenerate districts," replied Senator Sorghum. "It needs reinforcement."—*Nashville Evening Star.*

**A Question of Genealogy.**—ROBERT STEVENS—"I've a question to ask you." LEO BESSELMAN—"All right, shoot." ROBERT—"If a boy is a lad, and the lad has a stepfather—"

LEO (deeply interested)—"Go on." ROBERT (walking slowly away)—"Does that make the lad a stepladder?"—*The Christian Evangelist (St. Louis).*

**Her Kind Heart.**—The dear old Scotch-woman tramped miles over the hills to get a bottle of medicine for a small boy who was ill in her remote village. When she had described the symptoms, the doctor set about preparing the mixture, one ingredient of which was a poison which could be administered only in the smallest quantities. She watched him pouring it out with the utmost care into the measuring glass. He poured a little from the bottle, held the glass up to the light, and then put in a few more drops. "Ah, doctor," she said reproachfully, "you needna be sae stingy. Remember, it's for a pair wee orphan laddie."—*The Argonaut (San Francisco)*

**Supply Your Own Moral.**—Chicago names its principal streets after Presidents. Philadelphia names hers after nuts.—*Princeton Tiger.*

**The Proper Treatment.**—We have it from an eminent explorer that cannibals are very proud of their table manners. It is to be hoped that they always take politicians with a grain of salt.—*Eve (London).*

**The Awful Truth.**—"You look fed up, old man."

"Yes, I've had a tiring day. That little beast of an office-boy of mine came to me with the old gag about getting off for his grandmother's funeral, so just to teach him a lesson I said I would accompany him."

"Ah, not so bad; was it a good game?" "No, it was his grandmother's funeral!" —*The Passing Show (London).*

**Better with Age.**—Some of this news is two weeks old, but that just makes it stronger.—*Plainfield Correspondence of the Magnolia (Ark.) News.*

**Fierce Variety.**—STUDE—"And poor Harry was killed by a revolving crane."

ENGLISHWOMAN—"My word! what fierce birds you have in America."—*The Cornell Widow.*

**Cruel Skeptic.**—MAGISTRATE—"Last time you were here I told you I hoped never to see you again."

DELINQUENT—"Yes, sir, I know, sir—but I couldn't get the constable to believe me!" —*The Passing Show (London).*

**Versatile Bug.**—TEACHER—"Now tell me the name of the insect which is first a tank and then an airplane."

PUPIL—"It's the caterpillar, which changes into a butterfly."—*L'Illustration (Paris).*

**Qualified.**—"What profession is your boy Josh going to select?"

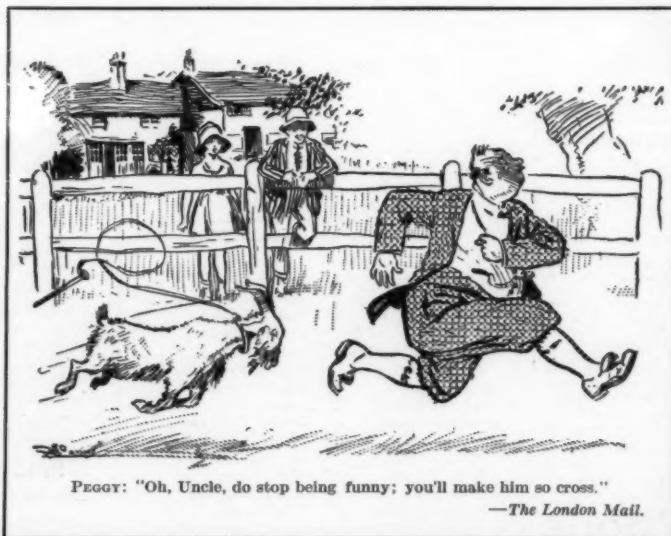
"I'm going to educate him to be a lawyer," replied Farmer Cornotssel. "He's naturally argumentative an' bent on mixin' into other people's troubles an' he might jes' as well get paid fur his time."—*Washington Evening Star.*

**Pure Politics.**—"And whom did you vote for, Miss Sophy?"

"Well, you see, the Conservative candidate was simply stunningly good-looking. But the Liberal had always been splendid to his family, so I marked both ballots,

closed my eyes, shuffled them, put one in the box and tore up the other. Nothing could be fairer than that."—*The Passing Show (London).*

**Just Like That.**—Mr. George Robey, the English actor and raconteur, tells the story of a gilded youth of effeminate tendencies who by some fluke of luck found himself stony broke. Deciding that his best bet was America, he tried for a job on one of the boats crossing the Atlantic. After being turned down by ship after ship he almost despaired of ever getting out of England. Finally his luck changed. He struck a boat on the point of sailing and found that a stoker had failed to show up. Joyfully, he signed on, went aboard, and was directed below by the captain. Then he disappeared. Nothing was seen or heard of him for three days. But on the fourth day the skipper suddenly came upon a resplendent figure in full yachting kit, glasses slung over his shoulder, promenading. "What the hell are you doing here?" he demanded. "I thought I told you to go below." The regilded youth gazed at the irate officer, tapped him lightly on the shoulder, and pleasantly inquired, "Oh, haven't you heard? I've left."—*The Argonaut (San Francisco).*



PEGGY: "Oh, Uncle, do stop being funny; you'll make him so cross."

—*The London Mail.*

**Identified.**—A man called at a village post-office for a registered letter which he knew would be awaiting him. The letter was there, but the clerk demurred at handing it over, as he had no means of identifying the caller. The caller took a photograph of himself from his pocket, remarking:

"I think that ought to satisfy you as to who I am."

The clerk looked long and earnestly at the portrait, and then said:

"Yes, that's you, right enough. Here's your letter."—*Kansas City Star.*

**Reclassified.**—A school-teacher in a Western town, wishing to extend her rather scanty knowledge of the stories of Edgar Allan Poe, inquired at the delivery desk of the rural library for "The Gold Bug," adding, "I can't seem to find it in the catalog, but I am sure you have it. A friend of mine had it out last week." The librarian glanced at the card-catalog drawer over which the teacher had been poring, and smiled a superior smile. "No wonder, Miss Smith," she explained with patient gentleness. "You're looking under 'Fiction.' Turn to 'Entomology' and you won't have any trouble."—*The Argonaut (San Francisco).*

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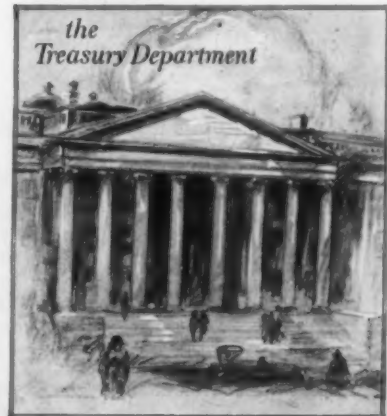
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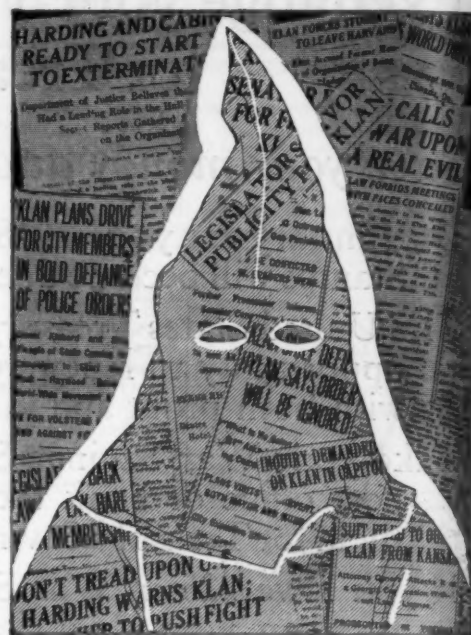
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# the New Threat of the KLAN

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## The Motive Behind Our Exposure of The Klan

By NORMAN HAPGOOD, *Editor*

*Hearst's INTERNATIONAL* offers every month some special illustration of the fact that it is the only aggressive magazine of large circulation. Thus in January it begins to show, by inside documents, the methods by which a secret society is trying to control our legislature and our courts. It shows a new special branch of the Ku Klux Klan, doubly secret, to hide the membership of congressmen, governors, mayors, judges and prosecutors.

Liberalism means a belief in freedom, in open self government, and therefore it must oppose secret control and politics conducted on racial and religious grounds.

The important thing is that the people shall have the facts. Thus in the series on *Jews in Our Col-*

*leges*, starting in March, our principal job will be to set forth the whole situation. Our readers will judge. Likewise with the overwhelming series on narcotic drugs, on *Dope*, that begins in February. What gives that great series its power is our presentation of evidence. The cure is up to the people and the government.

Light, as Emerson said, is the best policeman. Moreover, real facts are the most thrilling things to read. As we have quoted elsewhere from Carlyle, facts are the genius of God. Decidedly, in such series as the *Ku Klux Klan*, *Dope*, and *Jews in Our Colleges*, you have fun while you read and *know* something when you get through. You are better educated, a better liberal, and a better citizen.

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